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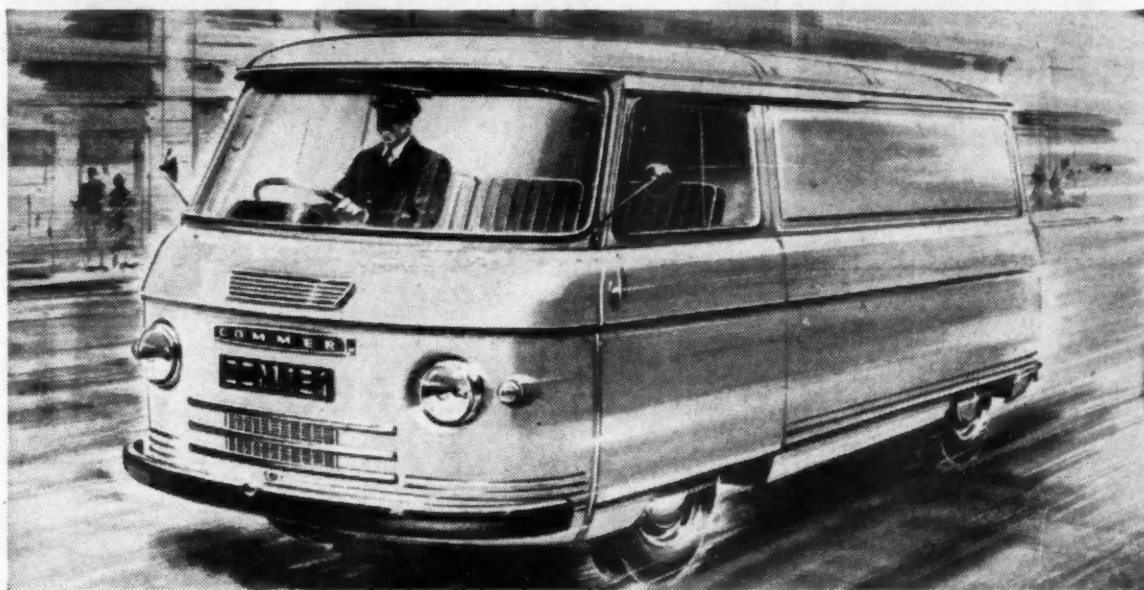


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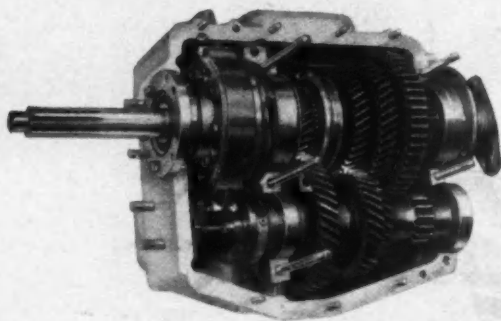
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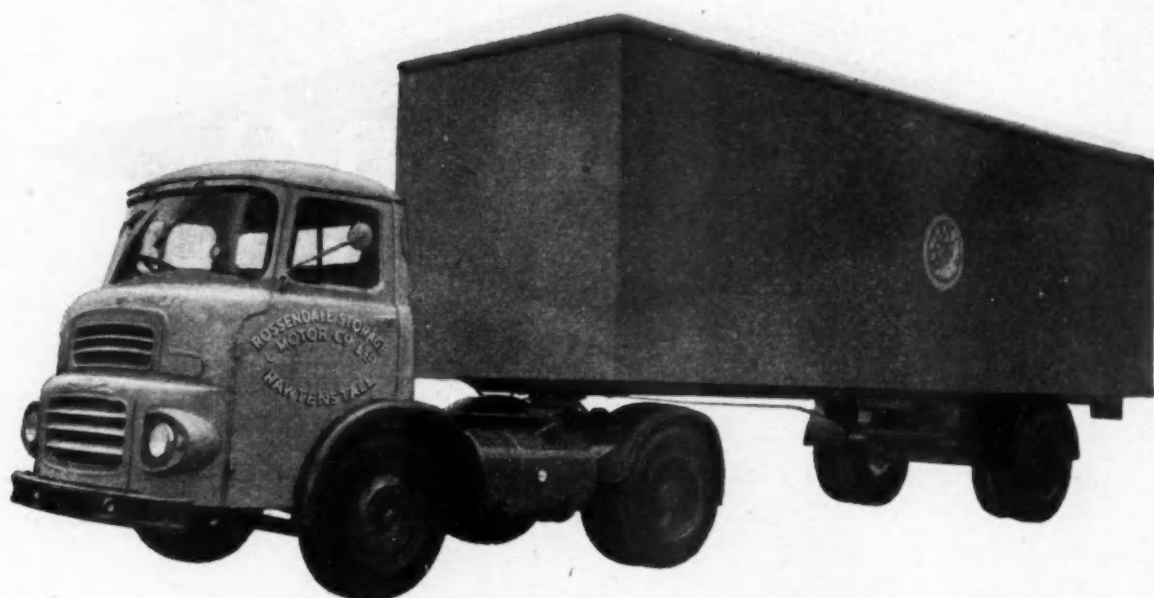
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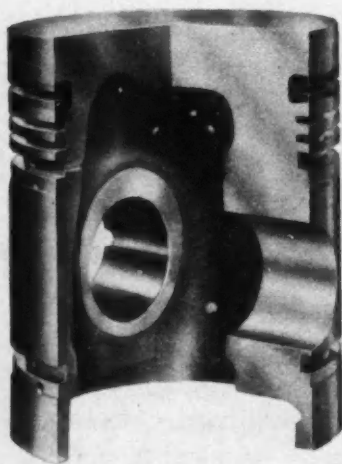
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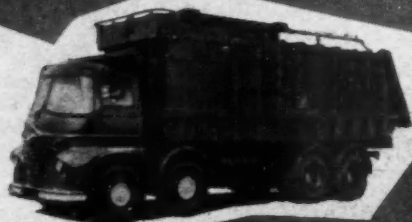
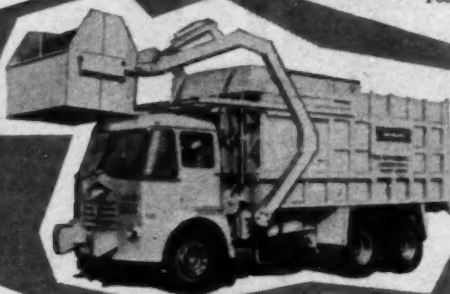
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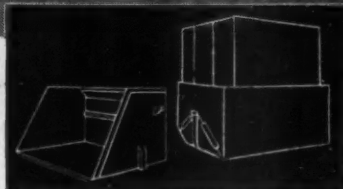
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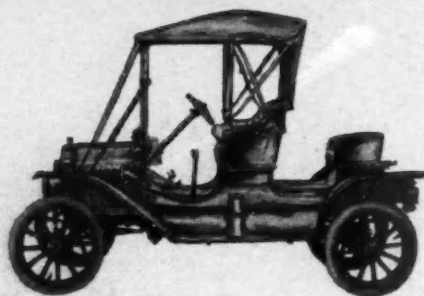
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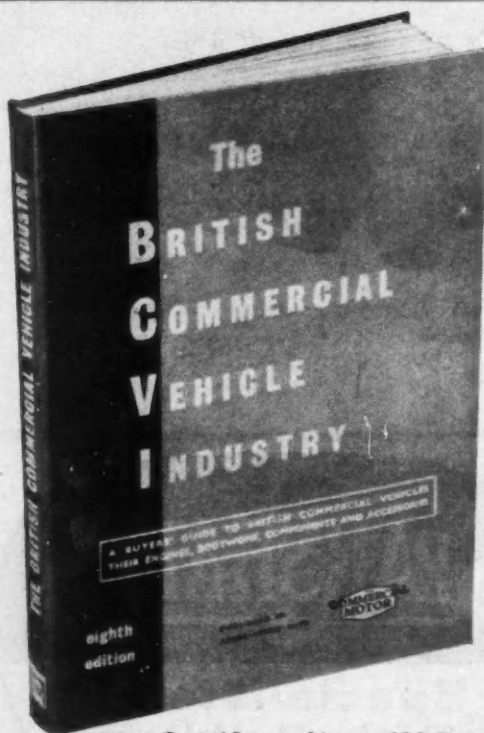
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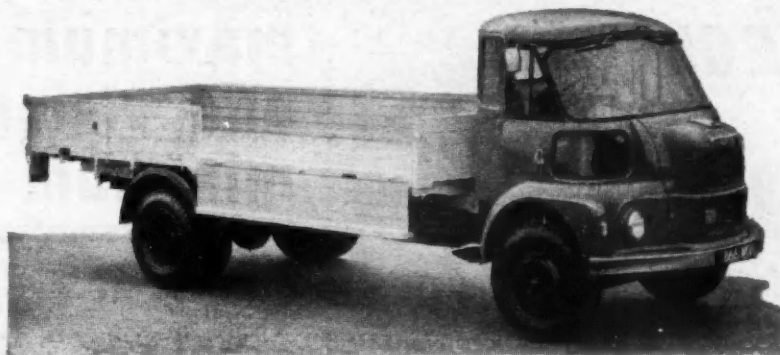
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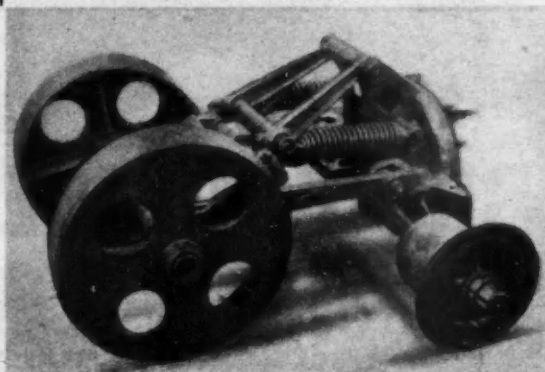
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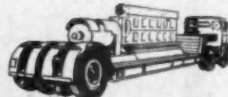
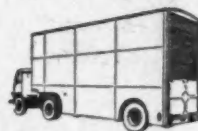
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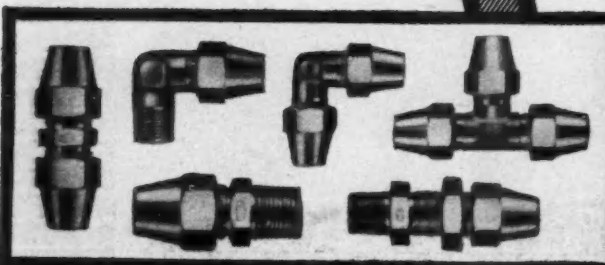
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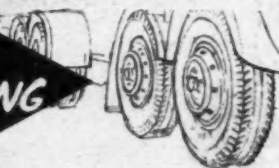
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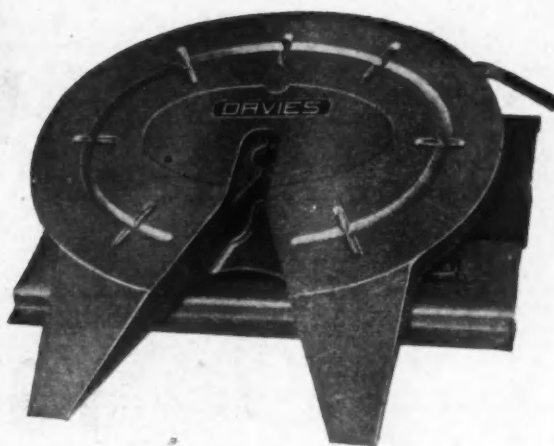
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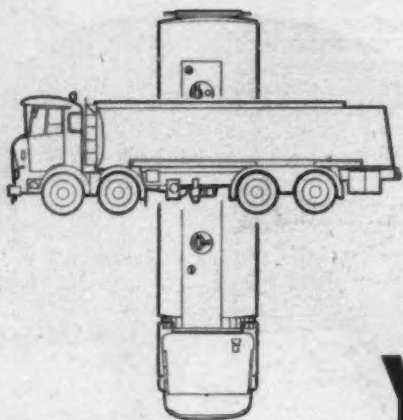
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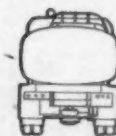
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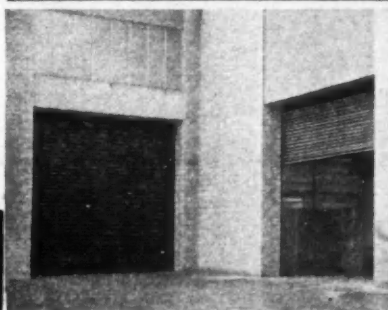
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"TOO MODEST ABOUT THE GEARBOX"

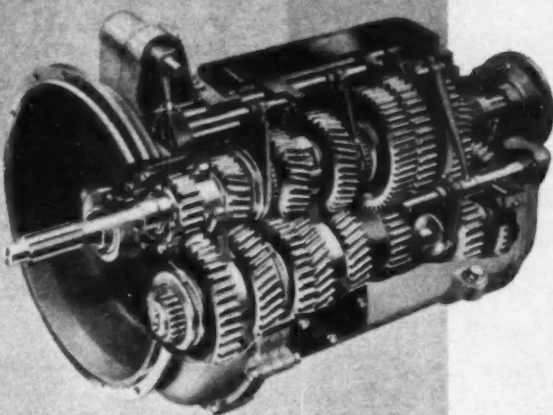
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"Commercial Motor" support this view. After handling it on road test, they say that not only can the crawler gear be used to split the main box ratios, with subsequent benefits to performance and fuel consumption, but they also emphasise how extremely simple it is to use, and that drivers will treat it as a two-speed axle. "Indeed," they say, "for the sake of the extra £30 or so which the crawler gear adds to the price of the basic chassis, it should be well worth while operators specifying it purely for the increased spread of gear ratios that it provides, particularly to enhance the performance of the chassis equipped with the 0.600 unit."

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One, Two and Spot

WITH the increasing speed, and possibly gross weight too, of heavy goods vehicles, illumination of the road ahead at night becomes steadily more vital. In the immediate post-war days headlamps were certainly unsatisfactory, but design has come a long way since then. What is the position today? More important, what is the outlook for tomorrow—and the day after that?

Those questions are answered in an article by *The Commercial Motor* technical editor on page 576 of this issue.

In the process of answering those and many other related questions the author of this article arrived at the possibility that, for some operational purposes, the perpetual use of long-range driving lamps and spot-lamps instead of the main lighting equipment may, in the next five years, become a thing of the past. Headlamp design should, without unnecessarily dazzling oncoming traffic, provide sufficient forward light in normal conditions. There will always, of course, be a need for auxiliary lights on a heavy vehicle, but they may not need to be called upon in preference to headlamps.

Whether dual or single headlamp sets will be used seems to be an open question. Commercial vehicle designers were ahead of their private car cousins in the use of dual headlamp systems on both goods and passenger vehicles. At the moment, two 5½-in. lamps are used for each pair. A mixed system of one 5½-in. and one normal 7-in. unit on each pair was shown on a private car at Earls Court last month. A firm forecast is that a dual 7-in. double-filament system will soon become available. With this latter system, its power on dipped beam raised to equal that of the present 5½-in. units, the lighting efficiency should be put up by some 20 per cent.

The alternative to dual headlamp equipment is the single headlamp set. The all-glass, sealed-beam unit has increased lighting output from 42 W. on main beam and 36 W. on dipped beam (the efficiency of lamps 15 years ago) to 60 W. and 45 W., respectively.

Advances with other aspects of headlamp design, such as with the all-important lens, and with the reflector material, all add up to an impressive record of achievement by British manufacturers. Whether using single or dual headlamps, and with auxiliary lamps for special conditions, British commercial vehicles have a bright future ahead.

Rural Action: When?

HAVING acknowledged the plight of rural bus services, by setting up the Jack Committee, and then by taking no action on its report—published on March 15 last—the Minister of Transport laid himself open to a charge of double-dealing (although no one would suggest that he was).

In point of fact, Mr. Marples was handed a very hot potato and seems to have been quite happy to toss it into the relative obscurity of his Ministry until it had cooled to a temperature where he could comfortably handle it. Although the majority report of the committee reached a conclusion (subsidization of individual services) that was unsatisfactory to operators, the entire committee agreed upon the gravity of the situation. So everybody, including Mr. Marples, was in agreement on the principle—that something must be done to keep these unremunerative bus services going.

This has made the delay doubly galling to busmen who, all the while Mr. Marples and his Ministry advisers have been considering what to do with the report's recommendations, have been steadily more and more hard-pressed to keep these services going.

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- 7-tonner Road Tested

Dennis Guy

A STRANGER to the ancient town of Warwick might find Eagle Engineering Co., Ltd., somewhat difficult to find. Not, I hasten to say, because of the company's insignificance—the works cover several acres and employ some 250 people—but because the buildings are so much in character with the surrounding architecture that one can easily pass them without noticing, as I did. And though everybody of whom I asked the way (not one of them being the usual "I'm a stranger here") was able to give full directions as to Eagle's whereabouts, the directions were stultified by one-way streets and the swirl of heavy traffic in the town centre.

However, find it I did. And there I was ushered into the functional and unpretentious office of Dennis Guy Palmer—Dennis is known, for some reason he cannot explain, as "Jim."

Now, as one with no engineering qualifications whatsoever and to whom production lines and processes are well nigh miraculous (and as incomprehensible as miracles), my heart begins to fall when I am invited to "go round the works." It's all so noisy as well as puzzling. But I confess that Eagle Engineering, under Jim's guidance, was an agreeable exception.

Hitherto I had believed that only vehicles of the Rolls-Royce or Bentley character were "custom built." I was wrong. Dustcarts, cesspit emptiers, tankers, tippers, fire engines, T.V. towers (is that the correct technical description?), trailers of many types—all these and many more are made to special order by Eagle Engineering.

Every Authority, it seems, has its own ideas about design, colour and other aspects. What suits Istanbul is poison in Brentford and Chiswick. Out in New Zealand they have vehement and exclusive tastes not shared by South Africa.

Bird's Eye View

Late Extra

ACCORDING to those concerned with such things, the Italian fashions have such short lives that, in airfreight circles, the commodities involved have the ranking of "perishables." If a woman wants a hat for a Thursday occasion, it will be out of fashion if it is despatched before or after Tuesday.

One traffic court witness, plagued with such agonies, said that the traffic dare not be sent by sea because of the dock delays. "Then what about by rail?" suggested railway counsel hopefully.

"It would arrive so late that it would start a new fashion after manufacture had ceased," was the answer.

Fashion Killer?

THERE is an encouraging note in all this. It points to a new way of usefulness for the railways. Enemies of the Italian style might well seek that all such imports must be sent by rail, so that they arrive permanently out of fashion. The English fashion trade may already have thought of it.

But has Dr. Beeching? It is recommended for his new handbook on railway selling techniques, for which a title such as "Unexpected Virtues in Unintended Vice" might be apposite.

Melancholy Empire

THAT melancholy empire builder, the Transport Bill, has its lighter side. The Holding Company consisting of the B.T.C.'s best profit-makers is likely to be christened the "fruit machine" or even, perhaps, the "Marples moneyspinner."

A26

By The Hawk

The Minister picks the combination of rich fruits, dictates that the directors "shall act in accordance with such directions" as he shall give . . . and annually, with his old Treasury/Exchequer boater, waits for the jackpot to fall.

If it wasn't that we know it was a Conservative Government that devised the idea, one would have sworn that it was just another of those Socialist schemes.

Marking Time

"THE basic method of putting general cargo into a ship, or taking it out, has varied very little for centuries."—Viscount Simon, chairman of the Port of London Authority. That goes for the access roads to most docks, too!

Fog-bound

DENSE fog nearly marred the second annual dinner of the South Derbyshire and Burton-on-Trent sub-area of the R.H.A. It prevented the principal guests, Mr. J. J. Hanson, the Clerk to the East Midland Licensing Authority, and the R.H.A. area secretary, Mr. W. Morton, from attending. The sub-area chairman, Mr. J. L. Osborne, was left the unenviable task of finding a replacement to make an "off-the-cuff" speech. The prospective Conservative candidate for Loughborough admirably filled the gap, and my colleague Norman Tilsley "volunteered" a vote of thanks on behalf of the visitors.

The toastmaster made a delightful howler. Instead of announcing a toast to the Road Haulage Association he said: "To the Royal Air Force Association!"

Prize-winning statement of the evening: "I understand that British Railways are carrying more passengers than the National Coal Board."

Palmer

Men Who Make Transport



The eagle spreads its wings—Mr. D. G. Palmer.

And Eagle's chairman and managing director knows this as well as anybody in the industry: he studies local requirements, turns a sympathetic eye on local foibles, and comes back to Warwick to give the customer what he wants. The customers come to him, too: his visitors' book in the conference room is like an international Who's Who.

Jim Palmer's father, who founded the company in 1918, was evidently a firm believer in sound education. He certainly had no intention that his son should come into a ready made job and perhaps take things easier than he himself ever did. So, after Warwick School and Leamington and Acton Technical Colleges, young Dennis entered Eagle Engineering as an apprentice with no favours asked or granted. His time having been served—from 1926 to 1931—he became a student at A.E.C., Southall, from 1932 to 1934.

He would have liked to stay on with A.E.C. and spoke up for himself. But it was not a good time. "How can we keep you on?" they asked him. "We've just sacked all the night staff!" Eagle didn't want him either. "Times were just as tough with them. As the Americans say: "It

was bad all over." So, being under the necessity of earning a living somewhere and somehow, back he went to the Midlands and found stop-gap bus jobs with Stratford-on-Avon Blue and Warwick and Leamington Green, doing just about every odd job a bus company could produce.

Then Eagle Engineering made beckoning gestures. "Sales," they whispered to him. Sales, as it turned out, meant demonstrating a trailer, and he had to get on with it without benefit of training. Now for the uninitiated—and Eagle's managing director freely admits it—a trailer is not the easiest vehicle to handle. It may be all right for those nonchalant drivers one meets on all the great highways of modern Britain, but not for a young fellow with no experience at all. Everybody he called on seemed to like the trailer principle except for one aspect. "They're devils to reverse," they told him.

So he had, with some personal misgivings, to convince them otherwise. He recalls one firm that asked him to reverse in a sort of obstacle race, around sacks placed in awkward positions with the additional and menacing hazard of deep water lapping the wharf. He managed to avoid tipping the lot into the dock. Then there was the occasion, when a demonstration seemed to be going unexpectedly well, that he got himself into a cul-de-sac and had to reverse into a thick stream of traffic.

Selling is Fun

Nowadays they don't let untrained youngsters loose on trailers but, after all, that particular world was young way back in the nineteen-thirties, and his experiences all built up to make him the competent salesman he soon became and still is. Selling, he thinks, is fun—even when a cesspit is involved. It was like this. Seeking earnestly an order from a Local Authority for those rather specialized vehicles which deal with cesspit emptying and night soil collection, he was invited to demonstrate with an extensive cesspit on an official's private property. "It was a magnificent cesspit," Palmer reflects, "and we did a good job on it. We pretty well emptied it. But something happened to the safety valve or pump—anyway, the vehicle played us a very dirty trick indeed. We were smothered from head to foot. I don't recall that the official recoiled from us when we returned to his house—he was probably too pleased to get rid of his cesspit. But we got the order."

Eagle Engineering is a tight fit for its present accommodation in Warwick and the company is putting continuous pressure on the local authorities for more space. It was hoped that associate companies, J. F. Buckingham, Ltd., Kenilworth, and Always Welding, Ltd., Ash, near Aldershot, of both of which Jim is chairman, would have relieved the pressure to a considerable extent. But both have become so busy in their own right that this did not happen.

He has a considerable flair for public relations. One important lesson in this sphere he learnt the hard way. When he was a student with A.E.C. a big public relations party was laid on, with London Transport buses standing by for demonstrations. The driver of the first vehicle out was booked for not stopping at a halt sign, the second bus caught fire and the third, intended for carrying guests to main line stations but in the event not being required for that purpose, was commandeered by the students for a night out in town. That came to grief somewhere around Oxford Circus.

Moral: Don't give your own people a drink until the party's over. Don't be unforthcoming with the guests, though. Call at Eagle Engineering sometime, but get your business done before sampling Jim Palmer's hospitality. He's one of the least unforthcoming managing directors it has been my lot to meet so far.

H.C.
A27



"Ps-s-st! Summer Turnip in the 3.30!"

Government Will Not Retreat on Disqualification

FROM OUR PARLIAMENTARY CORRESPONDENT

THE Government will not give way in face of the opposition to the disqualification provisions in the Road Traffic Bill. Lord Hailsham made this plain when the Bill—a slightly modified version of the measure which failed to reach the Statute Book last Session—was given its Second Reading in the House of Lords. He admitted that in some cases disqualification after a third offence would cause hardship, but defended the Government's attitude as "rational."

You would never get a situation in which quite serious offences were the subject of actual disqualification so long as you left a complete discretion to the magistrates, said Lord Hailsham. On the other hand the Government thought that to impose an automatic disqualification in the case of most offences would be far too harsh.

Therefore, we had the system in the Bill under which a limited discretion was left to the magistrates for "special reasons" not to endorse, and under which the disqualification was not imposed on a whole range of offences "all of a more serious kind than they are sometimes represented to be," until after the third offence within a limited period of time.

"If you impose restrictions you must police them; and, in the end, after repeated offences, the only sanction which is going to do the least bit of good is the sanction of disqualification. For that reason, as I say, it has to be applied at some stage automatically."

That was the philosophy of the Bill, went on Lord Hailsham. The Government had had to steer a course between deeply felt opinions of a more extreme kind, but had tried throughout to follow a practical course which would be justified on principle.

Urging the House to "adhere to its previous decisions," Lord Hailsham said that they should seek to take the opinion of the Commons before they seriously diverged from the decisions they had taken.

The effect of the Bill on drivers of commercial vehicles which, almost without exception, carried a quite unrealistic speed limit worried Lord Hawk.

"Nearly every commercial driver spends most of his time on the open road travelling at speeds higher, sometimes considerably higher, than the legal speed limit," he said. "If he did not do this the trade of the country would be severely held up."

"I do not think it is right or honest to include in the Bill a provision designed to secure the disqualification of commercial drivers for doing what they have always done, what they have to do if they want to do their jobs properly, and that which I do not think the Government want them to cease to do."

"Give Courts Discretion"

He suggested that the courts should have full discretion on whether to endorse or not to endorse for offences, thus making them rank for disqualification—at the present moment the implication was that they were to endorse in every case.

Lord Merrivale asked whether the question of endorsement could be left to the courts without special reasons being invoked, failing this, whether the scope of special reasons could be enlarged or extended to include circumstances relating to the offender.

A plea for speeding to be deleted from the offences which ranked for disqualification came from Lord Brentford. If serious offences which ought to rank for disqualification had been committed while a person had been speeding, he could always be prosecuted for the other offences, but it was unnecessary that the comparatively minor offence of speeding should rank for disqualification.

Support for the Government proposals came from Lord Molson. He conceded that it was possible, in certain circum-

stances, that a driver might be convicted of three comparatively trivial offences within three years, and be automatically disqualified. But, confronted by the indulgence that had been shown by magistrates and juries to those guilty of these offences, he felt that the Government proposals were necessary and, if any progress were to be made in this matter, inevitable.

Too Much Overloading

Outspoken comments by Licensing Authorities about the prevalence of the overloading of commercial vehicles were mentioned by Lord Lucas of Chilworth. It might not be possible to do much about this in the Bill, but he thought that the Ministry should try, by regulations, to secure better control over the loading of goods vehicles and the overloading of passenger vehicles.

Lord Airedale expressed the hope that the Government would introduce an amendment to the Bill to ensure that heavy vehicles with high ground clearance should be fitted with side and rear bumpers. If they did not he would do his best to draft a suitable amendment.

Lord Chesham, Parliamentary Secretary to the Ministry of Transport, who opened the debate, made special mention of the new clause dealing with hover vehicles. This was an interim measure, for the Government felt it would be quite wrong to attempt to make any detailed provision about their use on the road at present.

"The next few years are obviously going to see a good deal of development of this type of vehicle," he said, "and it is not at all clear at the moment what sort of vehicles may appear and have occasion to travel on or along roads."

He believed that small hover vehicles were already being used for transporting goods in places like muddy building sites, where wheeled vehicles would be useless, and no doubt there would shortly be other versions of them which would be capable of being used on the public highway.

Blackwall Tunnel Scheme

A ONE-WAY traffic experiment is to be tried at the southern approaches to the Blackwall Tunnel, starting on November 27 and continuing for six months.



Forming part of an order for 160 Leyland buses for service in Belgrade, these two Royal Tiger Worldmasters with M.C.W. bodywork are seen en route to Millwall Docks, where they were shipped to Rijeka this week.

Hauliers Discuss £3,000 Insurance Shock

THE latest setback to operators engaged in or contemplating Continental haulage—the announcement in September of the adoption by West Germany, Holland, Belgium, Italy, Yugoslavia, Austria and France of a minimum goods-in-transit insurance cover amounting to £3,000 per ton plus consequential damage—was due to be discussed at a meeting of the International Committee of the Road Haulage Association scheduled to be held in London yesterday.

The Committee was to hear a report from two of its members who attended a recent meeting at the Ministry of Transport, where the insurance question and other matters arising from the Convention on the Contract for International Carriage

of Goods by Road (CMR) were discussed.

The R.H.A. International Committee has to consider whether, in its opinion, Britain should become a signatory to the Convention, one of the clauses in which is the £3,000 insurance one. This figure is very considerably above the average cover at present carried by British hauliers and which was previously carried by Continental hauliers.

Other matters which the International Committee was to discuss included the effect of the Common Market on labour conditions, rates, and vehicle dimensions, and whether the R.H.A. should consider sponsoring objections to applications before the Air Transport Licensing Board for air freight licences.

T.R.T.A. Request

A REQUEST that local authorities should not be given unqualified powers to introduce experimental bans on commercial vehicles stopping to load and unload is being made by the Traders Road Transport Association.

The question, states the association, has been given considerable urgency by a Government announcement that a clause is to be introduced into the Road Traffic Bill permitting municipal bodies outside London to make experimental traffic orders "without having to go through the whole drill appropriate to permanent orders."

The association accepts the need for traffic experiments, but says that there is great concern over the potential harm which could be done to supplies and collections in busy shopping and commercial centres if such prohibitions could be imposed on lorries and vans.

No Ban on Heavies

ATTEMPTS to impose partial bans on the movement of heavy goods vehicles at week-ends and rush hours failed in the Commons last week.

Mr. Simon Wingfield Digby (Cons., Dorset West) claimed that the French excluded certain forms of heavy goods lorries from the roads at week-ends, and suggested that this move should be considered here.

Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, said he understood that most other European countries, including France, did not have any such general restrictions. Since heavy goods traffic in this country was much less at week-ends than at other times, the Ministry was not prepared to impose the restrictions suggested.

Mr. Marples, the Minister, did not give quite such a flat refusal when Mr. John Parker (Lab., Dagenham) asked him to consult with industry to secure the withdrawal of heavy goods traffic from main roads in and out of large towns during the rush hours. "The movement of large abnormal loads is already widely prohibited in the major cities during morning and evening rush hours," observed Mr. Marples. "To extend this prohibition to all heavy goods traffic would have serious implications for industry. I should be reluctant to take this step until other proposals have been further explored."

L.T.E. Refusal Upsets Unions

By our Industrial Correspondent

THE general secretary of the powerful Transport and General Workers' Union, Mr. Frank Cousins, may be expected to take a hand soon in the dispute between the London Transport Executive and its 39,000 busmen. Although the Executive's flat rejection of two of the three claims put forward by the union could have come as no surprise, the definite manner in which it was made has angered many of the men's leaders.

When the busmen's negotiating committee met at an all-day session to consider the next moves there were demands that Mr. Cousins should go over the head of the Executive's negotiators to the chairman, Mr. A. B. B. Valentine.

And if this should end in deadlock there may be demands for strike action from a delegate conference of all the garages which would have to be called.

Although the L.T.E. turned down the demand for a general all-round increase in pay, they proposed a special "scarcity allowance" to be paid to bus drivers.

The reason for this is that recruitment of drivers is far more difficult than that of conductors. At present there are vacancies for some 1,600 drivers as against about 1,000 conductors.

But the Executive did not mention any figure of the amount they had in mind for this allowance. In any case it is a proposal that is not likely to get a welcome from the busmen, unless it is accompanied by other all-round benefits.

The Executive made it clear that, like other employers, they felt bound to have

regard to the policy which the Government had announced and that their decision on the claim had been taken in the light of "all the relevant factors."

In particular the Executive had taken account of the fact that it was little more than 12 months since the last general increase of pay for their staffs. And they pointed out that in order to meet this increase of pay, fares had been increased as recently as July 30.

The second claim turned down by the L.T.E. was for time and a half to be paid for Saturday work, in place of the present time and a quarter after 1 p.m.

But on the third claim, that hours of duty on Saturdays and Sundays should be reduced, the Executive declared its willingness to set up a joint committee to consider whether any change could be made in the method of rostering duties on Saturdays and Sundays.

Before the pay talks were held, the same negotiators got down once more to the vexed problems, euphemistically called "development proposals" in the official statement issued after the meeting.

They included the still unsolved question of using one-man buses on outer suburban routes, of increasing the number of larger, 72-seater Routemaster buses on central routes, and of introducing for rush-hour travel special single-deck "standee" buses.

Again no decisions were taken, though the Executive accepted in principle the proposal by the busmen's negotiating committee that drivers and conductors should share in any savings in costs which might accrue from increased productivity.

Forthcoming Events

December 11.—Institute of Transport, Henry Spurr Memorial Lecture, London.
December 18.—Institute of Transport, Annual General Meeting, London.

1962

February 22-March 4.—Amsterdam Show.
March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London.
April 7-8.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.

May 5-6.—8th British Coach Rally, Brighton.
May 8-18.—Mechanical Handling Exhibition, Earls Court.

May 15-17.—Public Transport Association Conference, Harrogate.

May 18-20.—Institute of Traffic Administration, Annual Conference, Blackpool.

May 29-June 1.—Institute of Transport Congress, Cardiff.

September 21-29.—Commercial Motor Show, Earls Court.

October 15-17.—Road Haulage Association Conference, Bournemouth.

October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—October 4-14; Turin—October 31-November 11.

Men in the News



Mr. W. J. Lang (second right) who has recently retired after 40 years' service with Greenslades Tours, Ltd., is seen here being presented with a clock by the company's chairman, Mr. E. L. Taylor. Mr. G. J. Greenslade (left) presented a gift on behalf of the Greenslade brothers, Mr. H. Harris (centre) made a presentation for the staff social club, and Mr. R. N. Sampson, general manager (right) handed over a cheque on behalf of directors and staff.

Mr. H. T. H. Dean has been appointed acting branch manager of Mercantile Credit Co., Ltd., in Edinburgh.

Mr. D. G. Houghton, sales director of the Gardner organization, accompanied by **Mr. Paul Gardner** was leaving the U.K. today for a business tour of Greece and Near East and Middle East countries.

Mr. J. M. Barr has been appointed chairman and managing director of Barr and Wallace Arnold Trust, Ltd. **Sir G. W. Martin** has been appointed deputy chairman and **Mr. S. A. Barr**, deputy managing director.

Councillor James Bennett, a road haulage agent, retained Labour's seat in the Parliamentary by-election in the Bridge-ton Division of Glasgow last week. His Conservative opponent was **Councillor Malcolm McNeill**, a Glasgow road haulage contractor.

A director of Vauxhall Motors, Ltd., since 1955, **Mr. F. V. Barker** is resigning from the board at the end of November on his retirement from the company. He has been with Vauxhall since 1921, rising over the years from tool-room foreman to director of production engineering.

Mr. P. C. Wickens, at present chief engineer of The South Wales Transport Company, Ltd., has been appointed chief engineer of the Western Welsh Omnibus Company, Ltd., in succession to **Mr. F. A. Mavon**, who has been appointed general manager of The Rhonda Transport Company, Ltd.

Mr. W. Lang, chief engineer of Greenslades Tours, Ltd., of Exeter, has retired after 40 years with the concern. At a dinner in his honour, presentations were made to him on behalf of the company and the staff. His place as chief engineer is taken by **Mr. T. Martin**, who has been assistant engineer for three years.

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Mr. T. W. Tillson, chief engineer to Shelvoke and Drewry, Ltd., has been elected technical director of the company.

Mr. Derek Hormel has been appointed to the newly created position of marketing manager of the Dunlop tyre division at Fort Dunlop, Birmingham.

Maj.-Gen. J. S. Crawford, formerly a director of Guy Motors, Ltd., has been elected an honorary member of the British Transport Vehicle Manufacturers' Association.

Mr. Ronald Cox, general manager and engineer of Rochdale Corporation Transport, has been appointed general manager of Bournemouth Corporation Transport Department. He will succeed **Mr. W. D. Reakes**, whose retirement is to take place on February 28 next.

Mr. J. E. Miles has been appointed a director of J. Gliksten and Son (Hardwoods), Ltd. His successor as representative for hardwoods and plywood in the Eastern Counties, will be **Mr. Stanley Bowles**, at present a London representative. **Mr. George Moore** succeeds **Mr. Bowles** in London.

Orders and Deliveries

PAPER LEYLANDS: Two Leyland Comet tractors with Scammell 10-ton 23-ft. semi-trailers have been ordered by The Wall Paper Manufacturers, Ltd., Darwen.

PERTH ORDER A.E.C.: The Perth Metropolitan Transport Trust, Western Australia, has placed an order for 10 A.E.C. Regal Mark VI chassis fitted with AH590 engines and Monocontrol four-speed gearboxes. A special feature required to suit the nature of the local water is the elimination of aluminium parts in the cooling system. This is the second order received by A.E.C. from Perth this year.

BULWARK BUILD-UP: Bulwark Transport, Ltd., have placed orders worth nearly £22,000 with Andrews Bros. (Bristol), Ltd., Liverpool, for eight stainless steel tanks which will be mounted on

Mr. K. T. Saxton, who is included among recent appointments to the board of Blundell, Spence and Co., Ltd., is to have overall responsibility for the Industrial Division and will be located at Slough. Also appointed to the board is **Mr. A. L. Smith**, who has specialized in promoting transport finishes; his appointment emphasizes the growing importance of this side of the company's business.

Mr. Geoffrey Wilson, M.P. for Truro, has retained the chairmanship of the Conservative Party Transport Committee in the Commons for a further session. The number of vice-chairmen of the committee is to be increased to two and **Mr. Roger Gresham Cooke** (Twickenham) and **Wing-Commander R. G. Grant-Ferris** (Nantwich) have been promoted from their former appointments as joint hon. secretaries.

Mr. F. H. Tate has been elected deputy chairman of the London Chamber of Commerce in succession to **Mr. R. L. Wills**, who has resigned owing to his heavy commitments as a member of the Rochdale Committee. **Mr. P. S. Henman** has been elected to fill the office of treasurer vacated by **Mr. Tate**. **Mr. Tate** is a managing director of Tate and Lyle, Ltd., chairman of Fisher and Stacey, Ltd., Pease Transport, Ltd., Silver Roadways, Ltd., and director of John Walker and Co. (Sugar Refiners), Ltd., Silvertown Services, Ltd., Tate and Lyle Investments, Ltd., and Greenock Bulk Handling Co., Ltd. **Mr. Henman** is chairman of the Transport Development Group, Ltd., the Square Grip Reinforcement Co. (London), Ltd., and a director of Temperance Permanent Building Society.

Obituary

WE regret to record the deaths of **Mr. R. W. Redding** and **Mr. W. E. Yates**.

Mr. Redding, who was 77, was chief inspector of Sheffield city transport department from 1945 to 1949. He was with the department for 37 years.

Mr. Yates was road motor engineer, Euston, of British Railways, from 1946 until he retired in 1955.

eight-wheeled chassis. Four of the tanks will have a capacity of 4,000 gallons and the remainder 3,600 gallons. They will be used to transport edible and fuel oils.

DUNDEE'S LONG RELIANCES: The first municipal order for a number of 36-ft.-long A.E.C. Reliance single-deckers to be placed by a British operator is for 10 chassis of this type for Dundee Corporation Transport Department. They are to be of the Reliance 590 type, with A.E.C. AH590 engines, and are to have Monocontrol semi-automatic four-speed gearboxes.

ANDAMAN LEYLANDS: The first contract to be received from the Andaman Islands by Ashok Leyland, Ltd., of Madras, calls for a Comet with Pilot tipping gear to be supplied to the Public Works Department.

Three Appeals Heard in London by Transport Tribunal

"TRIED TO GET INTO PARCELS TRADE"

A FIRM of hauliers tried to get a licence to carry goods in containers arriving at Felixstowe from the Continent so they could "get their feet" into the ordinary parcels traffic in East Anglia, the Transport Tribunal was told in London last week.

Three other haulage concerns were appealing against the granting by the Eastern Licensing Authority of an A licence to East Anglian Carriers, Ltd., of London and Bury St. Edmunds, for a 3½-ton vehicle based at Bury St. Edmunds, mainly to carry goods in containers for the General Steam Navigation Co., to and from Felixstowe.

The three appellants were: Warners Transport, of Bury St. Edmunds, C. J. H. Smith, of Barrow, near Bury St. Edmunds, and C. B. Taylor, of Barnham, near Thetford.

The Tribunal's decision will be announced later.

Mr. M. D. Van Oss, for the three appellants, said there had been a similar application in 1960, which was refused because of the unsatisfactory form of the normal user declaration.

The second application, the subject of the appeal, was conducted rather on the basis that "everything was over bar the shouting," and it was merely a question of the declaration being put in order for the application to go through, he said.

The grounds of the appeal were that the Authority based his decision on evidence at the earlier hearing.

"What these people are really after is to get their feet well into the ordinary parcel traffic in this area. It is a wedge that soon becomes a good deal broader than appears at first."

The application should have been made at Felixstowe, and not Bury St. Edmunds. If it had been, there might have been objections from people there.

Mr. C. R. Beddington, for East Anglian Carriers, Ltd., said none of the objectors was in a position to offer any regular service at all, and there was no other contractor apparently able to offer any facilities of the kind required.

IGNORING BRISTOL CHANNEL?

TWO Gloucestershire hauliers appealed unsuccessfully to the Transport Tribunal in London last week against the grant of an extra A-licence vehicle to a Herefordshire operator by the West Midlands deputy Licensing Authority. The appellants, George Read (Transport), Ltd., of Mitcheldean, and W. G. Golding and Sons, Ltd., of Wotton-under-Edge, were chiefly concerned that the 100-mile radius granted with the A licence meant that Powells Transport, Ltd., of Sutton St. Nicholas could run this bulk grain vehicle into Gloucestershire. They submitted that this aspect of the grant "ignored the existence of the Bristol

Channel" and that traffic originating east of the natural barrier of the Severn should have been excluded from the normal operations.

The President, Sir Hubert Hull, thought it was a very narrowly balanced matter, but, on the whole, the evidence indicated that there was likely to be an extension in the carriage of feeding stuffs to broilers and egg-producing stations.

The Tribunal dismissed the appeal.

B LICENCE APPLICATION TO BE REHEARD

THE Transport Tribunal last week ordered that an application which the Metropolitan deputy Licensing Authority had refused without hearing the evidence of the objectors should be reheard by the Authority.

The Tribunal were hearing an appeal by Victor Bearman against a decision not to grant him B licences for four tipper vehicles, restricted to carrying rubbish and building materials within 25 miles of Longfield Railway Station, Kent.

The Tribunal ruled that, pending the rehearing, a short-term licence should be issued to Mr. Bearman.

Traffic Conference 1962

THE Institute of Traffic Administration's 1962 Annual Conference will be held at the Savoy Hotel, Blackpool, from May 18 to 20. The subject to be discussed is "The Problem of Peak Traffic." The Institute's Annual Dinner and Dance will take place on Saturday, May 19.

Peak-hour Clearway

THE Peak-hour Clearway now operating on A4 between Knightsbridge and Chiswick Flyover is to be extended as far as London Airport on December 4, and will operate experimentally for six months.

Inter-Market Operator Refused 10 Vehicles

"THE trouble of looking around and telephoning for transport is what a clearing house is for," said Mr. C. J. Macdonald, the Metropolitan deputy Licensing Authority in London last week when he refused an application by Mr. L. Ward, trading as the Inter Markets Delivery Service of James Street, W.C.2, for six vehicles on a B licence to operate within 60 miles of base and four on an A licence to operate between the railway termini, the London docks and the ports of Rochester, Chatham, Shoreham, Southampton and Portsmouth and the chief provincial markets. There were 17 road objectors.

Mr. L. Ward said that he started a fruit and vegetables clearing house for the Covent Garden agents and importers in 1958, and in each of the two years since then the business had almost doubled.

He said that the six vehicles on B licence were also to be used for his own goods. He was also providing a fruit and vegetable buying service but agreed that he had no vehicles upon that work on a C licence at the present time. Asked about the increasing amount of sub-contracting, Mr. Ward said that as his business grew bigger, hiring vehicles became more difficult. Mr. Macdonald interposed: "It seems to me to show that the more transport you have wanted, the more you have been able to obtain."

There was no convincing evidence pointing to the failure of the existing authorized transport said Mr. Macdonald.

HAULIERS MUST WATCH POINTS

TO be successful a haulier had to gear himself to meet the demands of his customers even when they involved deliveries at short notice or at unusual hours, and only those operators who were prepared to give such service could expect to obtain the more remunerative traffics, said Mr. E. S. Swann, transport officer of the Metal Box Co., Ltd. (Speke branch), at a dinner given by Frank C. Jackson, Ltd., the Cheshire operators.



The larger of these two drop-sided lorries recently put into service by Alexander Duckham & Co., Ltd., is a Morris 13-ft. 4-in.-wheelbase 5-tonner, whilst the smaller is a Morris 12-ft. 1-in.-wheelbase 3-tonner. Bodies for both were built by Bonallack & Sons, Ltd. and the head and tailboards and the drop sides are of double-skinned light alloy. Barrel skids are carried in a recess under each body and are concealed by hinged flaps.

Commissioners Decide Not to Alter Linking Agreement

FOLLOWING proposals by the North Western Traffic Commissioners to limit conditions on road service licences, 16 Morecambe operators successfully objected at a two-day sitting last week. Since 1941 all the coach operators in the Morecambe area had been allowed to pick up passengers whose journeys originated at points authorized on road service licences belonging to other operators, provided the licence-holder agreed. The Commissioners had now suggested that this condition should be deleted or, alternatively, that a proviso should be added stating that if passengers were picked up under this agreement, each journey should be regarded as a separate operation in order to ascertain the number of vehicles used in any one day.

The Commissioners' proposals were supported by British Railways, the Town Clerk of Morecambe, Morecambe Motors (Silver Grey), Ltd., and Lansdowne Excursions (Morecambe), Ltd.

Mr. J. Booth, appearing for 15 of the operators, pointed out that it was improper for a condition to be deleted which had helped to build up goodwill over the years. They had linked picking up points and interchanged passengers for many years, and there had been no complaints. No vehicle allowance was specified on the licences, but he was convinced that fewer vehicles would not be able to cope with the influx of summer visitors. It was really a way of reducing the facilities which were made available to the travelling public and all the operators wanted to be allowed to run their services as they had been doing in the past. Why should any man, continued Mr. Booth, be compelled to run an uneconomic service when a link could make it pay?

Mr. F. D. Walker, for Ribble Motor Services, Ltd., said that they had been Morecambe operators for many years and had come to accept this condition as one of their rights. Their licence did not forbid them to link picking up points and interchange passengers, so they had

been doing nothing wrong. The condition was a privilege and it had not been abused. The Morecambe group were 25 miles away from any other large section of coach operators, so they competed with nobody but themselves.

Mr. S. Webster, for Morecambe Motors and Lansdowne Excursions, said that they were quite willing to accept either of the proposals. The present state of affairs meant that many operators exceeded their vehicle allowance, they linked originating points and transhipped passengers. This created a "free for all" and made a farce of licensing.

Evidence was given by the various operators, who submitted details of their past running and said they had been linking their points and interchanging passengers. The isolated position of the town had helped to make this type of operation profitable.

The Chairman of the Commissioners, Mr. F. Williamson, said that it was obvious the condition could not be deleted, and he had decided not to add the new proviso regarding the number of vehicle journeys operated. No evidence had been produced by Morecambe Motors or Lansdowne Excursions, and, after considering the evidence, he had decided to leave the situation as it was.

Licence Re-allocated

THE re-allocation of a licence from C to B in respect of seven vehicles (five tippers and two lime spreaders) operated by the Southmead Mortar Co., Ltd., Bristol, was sanctioned by the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week.

For the applicants, Mr. H. C. Norcott said they were concerned with the production of agricultural lime, which they supplied to farms direct. Sometimes they themselves spread the lime on the land, a service greatly appreciated by farmers.

Now they had been asked to expand this service on behalf of Fisons, Ltd., the fertilizer manufacturers. The commodity to be handled would be mainly basic slag.

In addition to their own service, they now asked that their lorries should be available to deal with the slag for Fisons, which was to be distributed in Dorset, Somerset, Herefordshire, Worcestershire, Gloucestershire and Monmouthshire.

Bulk storage tanks were provided by the railways, said Mr. Norcott, but these were not suitable in the majority of cases because mechanical processes still had to be employed when the slag was taken to the land.

The seven vehicles requested were granted for use within a radius of 120 miles of the operating centre.

NO LICENCE, THEN WRONG ONE

A WOMAN who opened a haulage business only six months ago was fined a total of £39 at Wigan last week after pleading guilty to 26 offences involving goods vehicle licences. She was Emily Roscell, of Grange Cottage, Pilling, who was also ordered to pay £12 12s. advocate's fee and 7s. 6d. witnesses' expenses. It was alleged that Mrs. Roscell first carried on her business without a carrier's licence, and later with the wrong sort of licence.

COMMERCIAL HOVERCRAFT

FOUR private firms have now almost completed the development of commercial prototypes of various kinds based on the hovercraft principle. Mr. Niall Macpherson, Parliamentary Secretary to the Board of Trade, who gave this information in the Commons last week, said the firms were working in collaboration with a subsidiary company of the National Research Development Corporation.

BUS PUBLICITY MEN IN LONDON

PUBLICITY officers of bus companies operating throughout the country attended a two-day conference in London last week under the auspices of the British Omnibus Companies Public Relations Committee.

The morning session of the first day was devoted to future planning. "Creating a New Image" was the theme of the second day, when methods of publicizing the travel facilities offered by buses and coaches were discussed.

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Noise and Fumes Discussed

NEW regulations to prevent excessive noise from road vehicles are to be brought out by the Ministry of Transport as soon as possible. But it will be some time before the new rules can be formulated, for, as Mr. John Hay, Parliamentary Secretary to the Ministry, said in the Commons last week, the work involved was very complex.

"I do not want to hold out any hopes that we will be able to act all that quickly," he explained, after Sir Richard Pilkington (Cons., Poole) had asked for the offending minority to be dealt with "severely and as soon as possible."

The new regulations, said Mr. Hay, would be based on the British Standard for a method of measurement which was issued last month, on the proposed British Standard for sound level meters, on the results of tests on the actual noise emitted by vehicles, and the effect of various levels of sound on the hearers.

There was a more negative response

from Mr. Hay when Sir Richard asked him whether he had made arrangements for the test of the latest United States lorry exhaust purifier. He understood that the United States authorities were urging on American motor manufacturers certain devices to prevent the escape from the crankcase of unburned hydrocarbons which leaked past the pistons, replied Mr. Hay, and it might be that these were what Sir Richard had in mind.

These devices did nothing to purify or suppress exhaust fumes, maintained Mr. Hay, and had in fact been fitted to most petrol-engined vehicles made in this country since the nineteen thirties. It was more difficult to adapt them to diesel-engined vehicles, and fewer were so fitted.

The police and the Ministry's technical officers did all they could to enforce the existing law. He pointed out that the new regulations prohibiting the use of the excess fuel device while vehicles were in motion come into effect on January 1.

"I Don't Want Substitute Evidence"

I AM not prepared to "accept substitute evidence," said Mr. C. J. Macdonald, the Metropolitan deputy Licensing Authority, in London last Friday, when C. Barber and Sons, Ltd., of Mitcham, Surrey, supported an application by A. Bennett and Sons, Ltd., of Shirley, Surrey, for wider operating conditions by increasing the authorized radius from 12 to 25 miles. The applicants have two vehicles on B licence. The Authority increased the radius of one to 20 miles.

Mr. F. P. Barber, the managing director of C. Barber and Sons, said that they used the applicants up to the limits of their existing licence. Barbers had 21 vehicles of their own on A licence, and about 12

months ago obtained a grant for three additional vehicles. Since then it had become increasingly difficult to hire. Mr. Barber contended that, as both British Railways and British Road Services hired his vehicles, they, too, would benefit by a grant.

Mr. Macdonald said that evidence of need had to come from the customers themselves. If Barbers wanted extra vehicles, they would have had to produce their own customers. They could not get the benefit by merely supporting another haulier for the same number of vehicles. Barbers were hiring less than formerly, yet they were supporting an application for more vehicles. This seemed inconsistent.

"Contract-to-A" Switch Granted

THE six-vehicle contract A to full ordinary A application by Shepherd's Transport (Enfield), Ltd., reported in *The Commercial Motor* of October 27, has been granted in full by Mr. D. I. R. Muir, the Metropolitan Licensing Authority.

The three customers whose six vehicles were involved had agreed to surrender their rights of exclusive use in the expectation that the marrying up of loads would provide economies in operation to the haulier which would avoid passing on to them the increasing costs of running the vehicles.

Mr. Muir had deferred his decision in order to consider further the judgment of the Court of Appeal in the Arnold Transport (Rochester), Ltd., case. In a written decision, Mr. Muir said that the likelihood of serious abstraction from the established carriers (there were 15 objectors) was negligible.

This is said to be the first Guy Warrior to have a pantechonicon body built on to it. It was recently put into service by J. H. Hadfield & Sons, Ltd., Ashton-under-Lyne. The 1,600-cu.-ft. capacity aluminium-alloy body was built by Whitacres of Hanley. For an average weekly mileage of 1,000—mainly between Manchester and London—a fuel consumption of 16-17 m.p.g. is claimed.

More Scottish Expenditure

A HIGHER proportion of British Road Services' capital expenditure is going to Scotland this year—but the railways there are getting slightly less.

This was revealed in the Commons last week by the Minister of Transport. He said that the Transport Commission estimated that five per cent. of B.R.S. capital expenditure last year went on Scottish services, while the proportion in 1961 was about eight per cent. For British Railways the figure last year was 11 per cent., and this year would be about 10 per cent.

Mr. Marples emphasized that these were not precise figures, since rolling stock and vehicles operated between Scotland and other parts of the country.

Education Authority Criticized

AT a sitting of the Northern Traffic Commissioners at Hexham, Northumberland, the chairman, Mr. J. A. T. Hanlon, criticized Northumberland Education Committee for giving a contract to a man who, at the time, had neither a public service vehicle nor a road licence.

The matter arose when Otterburn District Coaches applied for a variation of their licences to cut out services from Otterburn to Rochester, Byrness, and Catcleugh. The application was approved.

It was stated that until last July, the firm had a contract for conveying school-children from Otterburn to Rochester and back, but Northumberland Education Authority had given the contract to someone who had neither a bus nor a licence. As a result Otterburn District Coaches had lost a great deal of revenue.

TALKS ON CHANNEL LINK

THE Minister of Transport last week visited France for talks with the French Minister of Public Works and Transport, M. Buron, about a cross-Channel link between the two countries. Mr. Marples said later that the idea of a link had been agreed in principle, and the financial and practical problems involved were to be closely examined.



New Companies

Auto and Industrial Finishers, Ltd. Cap. £100. Dirs.: F. S. Guttridge, 26 The Bramblings, Chingford, London, E.4; J. A. Dickinson, 56 Woodstock Road, London, E.17. Sec.: F. S. Guttridge. Reg. office: 18 Clarence Mews, Clapton, London, E.5.

Thomas Griffiths, Ltd. Cap. £100. Dirs.: T. Griffiths, 253 Brownhill Drive, Blackburn; W. T. A. Clements, 46 Holly Lane, London, N.W.10. Sec.: T. Griffiths. Reg. office: 381 Gelfrye Street, London, E.2.

Hallam Brothers (Hayfield), Ltd. Cap. £5,000. Dirs.: C. Hallam, Sen., and P. Hallam, 68 New Mills Road, Hayfield; D. J. Smith, Bank House, Bank Square, Hayfield. Sec.: D. J. Smith. Reg. office: New Mills Road, Hayfield, Derbys.

Kingsley Garages, Ltd. Cap. £1,000. Dirs.: E. K. Chidwick, 246 Thimblemill Road, Smethwick; B. E. Chidwick, 51 Middlefield Avenue, Hurst Green, Blackheath. Sec.: E. K. Chidwick. Reg. office: 53 Poplar Street, Smethwick.

Monk's International Transport, Ltd. Cap. £5,000. Subs.: W. T. Monk and W. O. Monk, 19 Church Avenue, Ruislip, Middx. Dirs.: W. T. Monk and B. W. Hunt. Reg. office: Wallingford Road, Industrial Estate, Uxbridge.

Riley's Transport (Sheffield), Ltd. Cap. £100. Dirs.: R. Riley, Jun., and M. M. Riley and R. Riley, Srs., 137a Hemper Lane, Bradway, Sheffield. Sec.: M. M. Riley. Reg. office: Birley Vale, Sheffield, 12.

Lawer Brothers, Ltd. Cap. £2,500. Dirs.: C. Lawer, Albion House, Carharrack, Redruth; R. H. Lawer, 8 St. Mellins Terrace, Mullion; W. C. Lawer, 5 Railway Terrace, Carharrack, Redruth. Sec.: S. Hart. Reg. office: Albion House, Carharrack, Redruth.

V. M. Winslow (Haulage), Ltd. Cap. £100. Dirs.: V. M. Winslow and M. E. Winslow, 6 Edward Close, Kettering. Sec.: V. M. Winslow. Reg. office: 6 Edward Close, Kettering.

R. and B. (Transport), Ltd. Cap. £100. Dirs.: G. M. Bowman, Evergreen, Manor Drive, Upton, Wirral; J. H. Bygrave, 144 Upper Parliament Street, Liverpool, 8. Sec.: G. M. Bowman. Reg. office: 34 Lord Nelson Street, Liverpool, 3.

Monkton (Agricultural), Ltd. Cap. £100. Dirs.: W. T. Monk and W. O. Monk, 19 Church Avenue, Ruislip, Middx. Sec.: W. E. Batten. Reg. office: 19 Church Avenue, Ruislip, Middx.

Gold Star Road Haulage, Ltd. Cap. £100. Subs.: J. P. Davison, 65a Fenchurch Street, London, E.C.3; L. M. Carrington, 66 Elmshurst Crescent, Finchley, London, N.2. Sec.: J. P. Davison.

J. Holmes (Transport), Ltd. Cap. £100. Dirs.: J. Holmes and G. Holmes, 1 Vestris Drive, Salford, 6. Sec.: G. Holmes. Reg. office: 1 Vestris Drive, Salford, 6.

VALUE OF INTERWORKING

AS a result of substantial interworking between private express carriers and B.R.S. (Parcels), Ltd., it was possible to move goods from Bristol or Plymouth as far afield as Scotland. It was, of course, the only sensible way to operate.

So said Mr. H. A. Russett, a director of Premier Transport, Bristol, in a paper to the Institute of Transport in Bournemouth last week.

TOO-BRIGHT INDICATORS

THE Ministry of Transport hopes to announce very soon its decision about how brilliant direction indicator lights can be. Announcing this is in the Commons last week, Mr. John Hay promised to have a further look at the position after complaints that some direction indicator lights were very much too visible on occasions.

Transport Bill Hotly Debated

FROM OUR PARLIAMENTARY CORRESPONDENT

"BECAUSE of the technical advance of road transport, a railway system will have to be contracted where necessary. . . ." This glimpse into the future pattern of Britain's transport system came right at the end of the speech with which Mr. Marples, the Minister of Transport, opened this week's Commons debate on the Transport Bill.

The contraction, he added, would take place either purposefully or haphazardly, which would mean decay. The studies which Dr. Beeching was making would show what traffics the railways were best suited to carry—and to carry profitably.

Without doubt, the heart of the Transport Commission's problem was British Railways, which were in serious financial trouble, he explained. Last year their gross receipts were £478m., but they spent £546m. This left a loss of almost £70m. on revenue account alone, which was 15 per cent. on turnover.

The total capital debt of the Commission was about £2,450m., out of which about £475m. would be written off. The remainder would be divided between the railways, £1,575m., and the other activities, £400m. The railways debt would be subdivided into two. First a "doubtful" £650m. to £700m. would be put into suspense and bear neither interest nor repayment obligations for the time being. Much of it might have to be written off in the future. The second part, about £900m., would bear interest and be repayable.

Broadly, the railways would be relieved of an interest of £35m. a year on a debt of some £1,150m., but even so the board would face a formidable task. They would have to meet total interest charges of about £65m. a year while the operating deficit was now running at about £80m.

Outlining his proposals to dismantle the Commission, Mr. Marples said that its ordinary commercial companies which

would need guidance as well as opportunity if they were to operate efficiently and do their best for the public purse.

The Minister would be able from time to time to give directions to the Board of Directors of the holding company, but this did not mean that it was the intention that he should actively intervene in its management and operation. Though the objects and powers of the holding company were defined rather carefully in the Bill, it might be necessary



"... road haulage, buses and so on, are likely to thrive best in a commercial climate. . . ." Mr. Ernest Marples, Minister of Transport.

in the light of experience to make adjustments in them, warned Mr. Marples.

The Opposition's hostility to these proposals, which had been simmering throughout the Minister's speech, burst into the open when Mr. George Strauss replied for Labour. The Minister's case was unsound and open in many directions to the strongest possible objections, he said. He admitted, however, that many features of the Bill were good—most important of all was the proposal to write down drastically the capital structure of the railway industry.

The main purpose of the Bill, said Mr. Strauss, was to destroy the spirit and the machinery of co-ordinated public transport. This was exceedingly damaging, not only to the elements concerned but to the future of the industry generally.

The Conservatives should reintroduce a separate railway executive with fully operating responsibility, but leave it under the general authority of the Commission. The Commission's duty should continue to be that of co-ordinating and planning, on a broad scale, all the elements in the publicly owned transport system.

Mr. Strauss protested at the number of instances when the Minister would have power to "interfere" in the Board's

activities—a point referred to constantly by later Opposition speakers.

Mr. Philip Noel-Baker (Lab., Derby South) recalled that the Institution of Civil Engineers had estimated that, if present trends continued, road congestion would cost the nation £2,000m. a year by 1967. This enormous loss was bound to increase, he said, and that must be remembered when considering the loss on the workings of the railways. The Minister should be doing everything in his power not to increase the burden on the roads, and be doing everything he could to divert as much traffic as possible to the railways.

Also speaking from the Opposition Front Bench, Mr. Ernest Popplewell said that the Bill ignored completely any obligations to the nation for social needs in regard to transport. Mr. Popplewell pointed to the steady growth in the number of C licences, the vast majority of them small vans. "We also see the empire-building that is going on in industry to maintain these fleets and, in consequence, we see the empty running and the resultant terrific congestion that arises in our cities and large towns as a result of this tremendous growth."

The Bill received its second reading by a majority of 90 votes: Government 323, Opposition 233.



"... empire-building that is going on in industry to maintain these fleets. . . ." Mr. Ernest Popplewell (Lab.).

operated road haulage, buses and so on, were likely to thrive best in a commercial climate which was the same as their private enterprise competitors.

The holding company, into which they would be grouped, was a novel concept, but he did not think it was any the worse for that. Its various activities

B2

ALL THORNYCROFTS SOLD

THE entire remaining stock of Thornycroft four-, six- and eight-wheeled road vehicles has been bought by Oswald Tillotson, Ltd., the northern A.E.C. distributors. The Thornycroft undertaking was taken over by A.E.C. at the beginning of this year. At that time the A.E.C. chairman, Sir William Black, announced that they would eventually concentrate on production of the Thornycroft cross-country vehicles such as the Mighty Antar, Big Ben and Nubian. An A.E.C. spokesman told "The Commercial Motor" this week that they were guaranteeing supply of spares and service for all Thornycroft vehicles for many years ahead.

DISQUALIFICATION BY MILEAGE

THE use of a mileage basis instead of an annual basis for computing professional drivers' liability to disqualification under the new Road Traffic Bill was suggested on Wednesday by Mr. R. Gresham Cooke, M.P., at the annual dinner of the Institute of Road Transport Engineers.

Sir William Black, the president, urged the importance of maintenance in keeping vehicles in perfect condition.

LONDON TRANSPORT ART SHOW

LONDON bus and tube workers opened their 15th annual art show at Charing Cross Underground station last Monday.

Tipper Switch Refused

A C-LICENSEE who had secured a contract for work at Stratton St. Martin, Glos (where British Railways are constructing new sidings), subsequently discovered that he could not carry for hire or reward. He then applied for a short-term B licence to enable him to carry on the work for three months, but meantime other hauliers had been engaged and he found himself with a lot of vehicles which he could not use.

This was said at Bristol last week when Mr. J. L. Hull, of Cirencester, applied to the Western Licensing Authority for a short-term B licence for 20 tippers to enable him to continue with his contract with Shelabear, Price and Co., Ltd.

Giving his reasons for refusing the application, Mr. Nelson said he had to interpret the Act of Parliament. "The application might have been successful if someone had come forward to support you, but there is no evidence at all. While I have every sympathy with you, I cannot grant a licence out of sympathy, and sympathy exercised at other people's expense is not a very lovely thing, as the Lord Chief Justice has remarked."

It was quite untrue that "the small man stood no chance," as Mr. Hull had alleged. If the evidence was there the licence was forthcoming, but not otherwise. He did not think he would be out of work.

F.I.S.I.T.A. LONDON CONGRESS

PROVISIONAL arrangements for the ninth F.I.S.I.T.A. International Automobile Technical Congress, which is to be held in London for the first time from April 30 to May 5, 1962, were announced by the Institution of Mechanical Engineers this week. The Automobile Division of the Institution is organizing the Congress.

Technical sessions will include papers on various aspects under four main subject headings—diesel engines, braking, tyres and suspension and general automobile engineering. Visits to manufacturers in the south and Midlands are also being arranged for the 800 delegates.

STRIKE THREAT ON DAVIS BROS.

A STRIKE notice, issued by the Transport and General Workers Union to the London company, Davis Brothers (Haulage), Ltd., and associated companies, giving notice of a withdrawal of labour at their Warrington and London depots as from midnight on Monday last, because of "serious grievances at present in existence in the Warrington Depot" has been withdrawn. An official of the Union refused to disclose to *The Commercial Motor* the nature of the grievances but stated that they were many and varied, and had been in existence for "a very long time."

To Join a 338,000-miler

THE vehicle that inaugurated the first bulk milk tanker collection service in England as an experiment back in October, 1954, is in for a well-earned overhaul after covering over 338,000 miles.

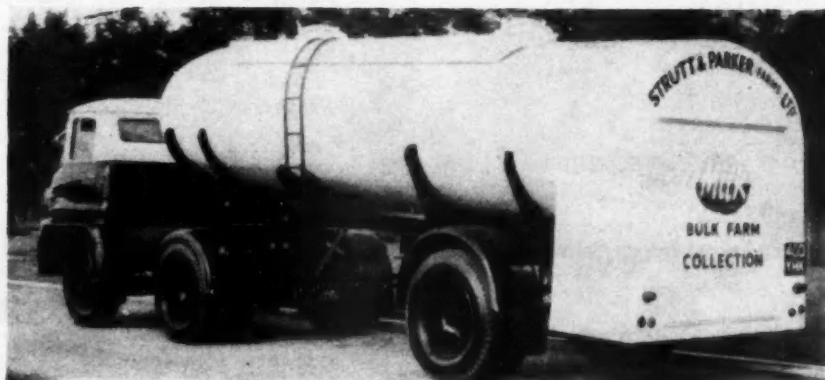
Operated by Strutt and Parker (Farms), Ltd., of Hatfield Peverel, Essex, shortly after the Scottish Milk Marketing Board started a similar service, the pioneer tanker service caught the interest of other hauliers and the then newly formed Milk Marketing Board.

Supplied by Kennings, Ltd., of Westcliff-on-Sea, Essex, the vehicle has a 1,750-gallon stainless steel tank built by W. P. Butterfield, Ltd., of Shipley, and was fitted with a Morris-Commercial S.W.B. prime mover. After covering 222,000 miles this was replaced in 1959 by a second Morris tractor unit which has completed another 116,000 miles to date, still using the original tanker trailer.

Success has led Strutt and Parker to acquire a new vehicle, this having a 2,000-gallon stainless steel milk tank body built by A.P.V. Co., Ltd., on an articulated 10-ton frameless chassis constructed by Taskers of Andover (1932), Ltd. This is used in conjunction with a Morris short-wheelbase diesel-engined prime mover. Also supplied by Kennings, Ltd., the complete vehicle was painted and written by Kennings' heavy vehicle repair centre at Orsett.

The new vehicle, which has now been in service for several weeks, is expected to cover approximately 60,000 miles in the first year of operation.

The new bulk milk tanker, with A.P.V. tank on a Taskers trailer, is drawn by a Morris diesel unit.



Micrograms

The Heat On: Work has started on fitting saloon heaters to 1,000 buses in London Transport's country fleet.

Barton Transport: Net profit of Barton Transport, Ltd., of Nottingham, for the year ended September 30, was £108,688.

Completed: Construction of dual carriage-ways along the whole 12½-mile length of Western Avenue (A40), one of London's principal radial roads, has now been completed.

Schools Transport: The North Riding Education Committee report for 1960 states that during the year transport was provided for nearly 16,000 pupils at a cost of £210,000. Fourteen thousand were transported at a cost of £167,500 in 1959.

That's the Spirit: Motor spirit used in road vehicles contributed about £280 million of the £409 million hydrocarbon oil duty received in the financial year 1960-61, said Mr. Anthony Barber, Economic Secretary to the Treasury, in the Commons last week.

Spares Agents: Harold Ludicke Engineers, Ltd., U.K. representatives of Zahnradfabrik Friedrichshafen A.G., announce that Scotts of Nottingham, Ltd., Wollaton Works, Lambourne Drive, Nottingham, have been appointed sole spare parts and service agents in the U.K. for Z.F. transmissions, self-locking differentials and power steering.

Christmas Appeal: The Traders Road Transport Association is appealing to members to help the Christmas traffic arrangements in London and elsewhere. "So far as London is concerned," says Mr. R. E. G. Brown, London secretary of the association, "we are asking all members to try to complete deliveries as far as possible in the morning."

Order Rescinded: Mr. Justice Plowman in the High Court last Monday rescinded a compulsory winding-up order made a week earlier against S. Leonard (Transport), Ltd., on the petition of Air Charter, Ltd., of Piccadilly, W., judgment creditors for £409. He dismissed the petition, by consent. Mr. R. A. K. Wright, for the respondent company, said money to pay the debt and costs was now in court.

German Road Transport Grows: Over the first half of this year the share of long-distance (over 50 kilometres radius) road haulage in total goods transport in the Federal German Republic rose to 12.3% in respect of tonnage and 15.8% in respect of ton-mileage. Rail transport's share fell slightly, while that of inland waterways rose from 29.2% to 29.6% in respect of tonnage, but ton-mileage was unchanged.

Wrong Number: Illustrated in our issue of November 10 was the latest C.A.V. blister flasher lamp, described as model L568. We are asked to point out that this latest version is in fact model L680.

"Competitors Free to Undercut Us in Future"

R.H.A. Vice-chairman Criticizes Transport Bill

RESPONDING to the toast of the Association proposed by Mr. J. Else, West Midland Licensing Authority, at the annual dinner of the Potteries sub-area at Stoke-on-Trent last Friday, Mr. J. T. Turner, a national vice-chairman of the Road Haulage Association, expressed some strong views on the new Transport Bill. "I cannot claim to have read every word of it," he said, "but so far I have found no references to the road haulage industry.

"Perhaps we should feel grateful for this. Perhaps we should even regard it as a welcome change. But as hauliers, as one of the major providers of goods transport in Britain, we cannot be altogether unmoved when we are told that our competitors are to have a present of £475 million from the Government—which really means from you and from me—and that they will be able to hold over indefinitely a further debt of £700 million.

"We must take notice when we are told that these same competitors are in future to be completely free to undercut us—

with the comforting knowledge that whoever goes bankrupt it will not be them.

"We surely have another cause for complaint when we are told that our competitors who for 30 years have been able to limit our growth, because they have claimed to be unfairly restricted by such things as their obligation as common carriers, have now been set free from that obligation, but are still in as strong a position as before to object to our licence applications.

"We do not begrudge the railways the chance of a fresh start. If there is to be a railway system, we should prefer it to be a healthy one and we are not alarmed by fair competition from it.

"We would only say that the Government might be making a grave mistake if, in endeavouring to improve the fortunes of one form of transport it should at the same time create problems for another form of transport, at present operating at a high level of efficiency.

"I should like to assure members that we have every intention of putting these considerations vigorously to the Minister and to Parliament."

Ex-haulier Retains Licence

A HAULIER who formerly operated in the Mulben area before ill health caused him to retire—Mr. Alfred T. Morrison, of Keith—was granted a continuance of his local B licence by Mr. Ivo Townsend, Scottish deputy Licensing Authority, in Aberdeen last week.

Two other hauliers, William G. Bain, Craig Sawmill, Mulben, and George R. Burgess (Contractors), Ltd., Keith, then made separate claims for single B licences to serve Mr. Morrison's customers. Both applications were contested by Mr. D. Brown, for British Railways. Mr. Bain was granted a licence to operate between

Mulben and Huntly, and a similar licence to Mr. Burgess on condition that he was based at Mulben.

Eddie and Eyre, Ltd., of Fraserburgh, were refused an A licence but had four B licences extended to cover Ayr and other ports.

A Thousand-mile Haul

A WIDE load of radar equipment last Friday reached its destination at Shannon Airport, after being moved by road from Ulm, West Germany. The 1,010-mile journey involved two ferry crossings and took 12 days' travelling time.

ROOTES PROFIT HALVED

CONSOLIDATED profits of the Rootes Group for the year ended July 31, were £2,911,652, compared with £5,863,852, for the previous financial year. A dividend of 4% less income tax (12%) is recommended on Ordinary and "A" Ordinary shares.

NEW RAIL TERMINAL

PRELIMINARY work has started on the construction of a 4½m. freight terminal at Gateshead for the British Transport Commission.

The new terminal will be a concentration centre for handling less than wagon-load freight traffic in the Tyneside industrial area and, on its completion in two years' time, the depot will provide a delivery and collection service within a 15 miles radius.

NATIONALIZATION IN INDIA

THE Mysore State Road Transport Corporation in India, successor to the Government Road Transport Department, has begun operating its services in the Hassan area with a fleet of 293 buses, covering an average daily mileage of 22,000.

Marking a further big step towards total nationalization of road transport under the phased scheme it inherited, the corporation's services replaced all but six of the 105 private operators who were plying 170 buses covering 15,480 miles a day.

The service is not completely monopolistic for the present, as six private operators who had secured an interim order of the Supreme Court have been permitted to operate side by side, pending the disposal of their petitions.



The load was hauled in Ireland by an Ulster Transport Authority tractor.

The equipment was 24 ft. long, 11 ft. 6 in. wide, and 10 ft. 10 in. high. Customs requirements were kept to a minimum by sealing the load at the point of origin.

Hauled by an Evan Cook tractor, the load is awaiting transshipment onto the "Bardic Ferry," at Preston, before being moved to Larne for the last stage of its journey.

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200 cubic feet of loading space, plus optional side-loading doors are just two of the special features which the Morris J.2 van has to offer. Low floor line and wide doors simplify loading. Powered by a 1½ litre four cylinder engine, the J.2 has hydraulically actuated clutch and floor mounted gear change which add to its efficiency. Safety too is emphasised throughout construction. The J.2 is one of the most economical and versatile vans of its type available.

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leading to the arrest of mounting operating and maintenance costs will be gladly supplied by your nearest Alcan Industries' office listed opposite.

5 JOURNEYS TO THE MOON...

and these Sugar
Transport engines
still run sweetly on

DEUSOL CR



Fisher & Stacey maintain a fleet operated by Pease Transport Ltd, of more than 600 vehicles which carry the products of Tate & Lyle, sugar refiners. All their vehicles run on Castrol Industrial Lubricants



because dependability is of major importance where food deliveries are concerned. The three vehicles shown have travelled between them a distance of 1,177,147 miles—more than the equivalent of five journeys to the moon! Even after this they are still in perfect mechanical order and fulfilling their scheduled runs reliably and efficiently. DEUSOL CR is solving the problems of many a harassed Transport Manager. Fisher & Stacey not only use it themselves, they recommend it to all other users of diesel lubricants. It could probably help you.

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London Urban Motorway

THE line of the proposed 3½-mile Hendon urban motorway, for which a draft scheme was published earlier this year, has now been fixed, but it is not yet known when building will begin. The urban motorway will start about a mile north of A406, the North Circular Road, at Page Street, Hendon, where A1 and A41 at present converge. From here it will run northwards past Mill Hill Broadway station, under the Watford By-pass (called Edgware Way at this point) just west of Apex corner and then will sweep westwards to Edgwarebury Lane.

Continuation Scheme

Simultaneously with this announcement, the Minister of Transport has published a draft scheme for the eventual continuation of this urban motorway northwards as far as Aldenham where it will join M1 at a new two-level junction superseding the present roundabout just south-east of Watford, at Berrygrove on A41. In fact this proposed 4½-mile extension will cross A41 and A5 close to their present intersection (just west of Elstree), crossing A41 again before joining the present M1 at Berrygrove.

These extensions, totalling 8½ miles, will provide motorway travel to within about five miles of the centre of London; no firm plans exist for a motorway extension southwards right into London, but the Minister is considering improvements to the junction between A5 and the North Circular Road at Staples Corner.

New By-pass

THE A41 route, which carries much heavy traffic between South Staffordshire and Birkenhead, is to have a three-mile by-pass to divert traffic from Albrighton and the hamlet of Kingswood, in Shropshire, some six miles from Wolverhampton.

The Minister of Transport has authorized Shropshire County Council to accept a £261,829 tender for the constructional work from the Cementation Co., Ltd.

Registrations Down in August

REGISTRATIONS of new commercial vehicles in August were 20,101, which is 5,363 lower than in July and, in fact, the lowest this year. August was a slow month for the industry in general due to the holiday season and the Chancellor's financial restrictions. These will have little more than a temporary effect, as the figures for new commercial vehicle licences show a healthy increase year after year.

The total of new goods vehicles registered in the period January-August—211,125—was 10,037 more than in the corresponding period last year and 36,510 more than in the same period of 1959.

Matters of Money

LAST week, in both Houses, it was announced that a statement would be made before the end of the year on the introduction of a decimal coinage system in the U.K., writes S. Buckley.

Admittedly such a system was recommended by a Royal Commission as far back as 1838 and the introduction of the florin in 1849 was a first—and as it turned out, the only step so far.

With the likelihood of membership of the Common Market becoming a reality the introduction of the decimal system assumes greater and more urgent importance. This is confirmed by the fact that it has been approved by a joint report of the British Association and the Association of British Chambers of Commerce. Additionally, individual industrial organizations such as Pilkington Bros., the glass manufacturers, have decided on their own initiative to adopt the metric system for their export trade.

Obviously, should its introduction be approved, transport operators will be among the first to be involved, especially if they are engaged on Continental traffic. Whilst the changeover will obviously introduce temporary complications, in the long term, compilation of rate schedules should be simplified whilst the present introduction of slight unavoidable discrepancies due to the necessity to level off to the nearest penny, or even half-penny, could be avoided.

REPOSSESSION AND H.P. CHARGES

WHEN a motor vehicle is repossessed by a finance company because of a hirer's breach of a hire purchase agreement, the Court will take into account the accelerated recovery of part of the finance company's capital outlay when assessing damages. This was stated in the Queen's Bench Division recently in a case heard before Master Jacob concerning Yeoman Credit, Ltd., v McLean.

In giving judgment Master Jacob said that the hire charges and the finance company's profit on its capital outlay were directly inter-connected, the one being a percentage of the other, and the

two together making the aggregate of the hire purchase price payable by instalments. The accelerated receipt of part of this aggregate, resulting from the proceeds of the sale of a repossessed vehicle, reduced the amount of capital laid out.

A reasonable allowance for this accelerated receipt should therefore be made, as otherwise, if no reduction were made in the hire charges, the finance company would in effect be receiving two amounts of profit at the same time on the same money.

For the finance company it was contended that if the Court were to make a discount because of accelerated receipt there would be a temptation not to terminate, or accept termination, of an agreement but to allow it to run its full length, rather than rely on a claim for damages as soon as the breach occurred, thereby causing greater hardship to the hirer. But Master Jacob considered this prospect was more frightening than real.

COMMON MARKET TAXES

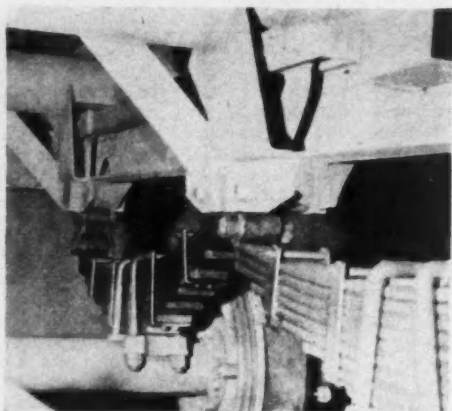
LUXEMBOURG has the lowest and Federal Germany the highest relative goods vehicle taxes in the Common Market, according to figures now issued from Frankfurt-on-Main. The fiscal imposition on a national basis per goods vehicle kilometre is given as 1.1 U.S. cents in Luxembourg, 1.9 U.S. cents in Holland, 3.6 U.S. cents in Belgium, 5.1 U.S. cents in Italy, 5.4 U.S. cents in France and 8.5 U.S. cents in Federal Germany. The high level of these national taxes in Federal Germany has meant that over the past five years the share of West German vehicles in international operations over the country's international borders has fallen from 62.1% to 42.9% for inward and from 57% to 42.8% for outward journeys.

FIRE BUSMEN'S PAY

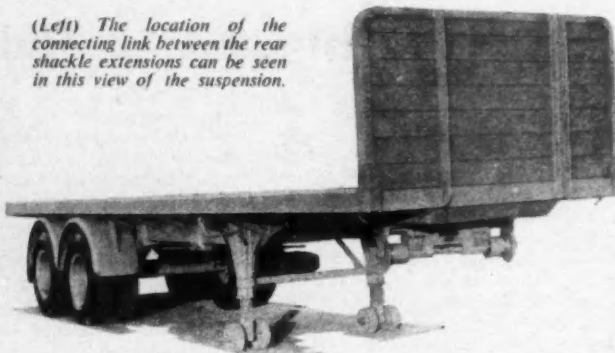
ABOUT 6,000 C.I.E. busmen have been offered an increase of £1 a week with a reduction in working hours. Their unions had claimed an increase of £2 per week and had rejected an offer of a 15% increase.

NEW REGISTRATIONS—AUGUST, 1961.

Type	Petrol	Oil	Electric	August	Jan.-Aug.
Hackneys	24	247	3	274	4,827
Goods:					
Agricultural	244	101	4	349	3,674
Showmen's	—	—	—	—	6
Local Authorities (watering and cleansing)	2	13	—	15	148
Tower wagons	2	4	—	6	77
Other goods	9,644	4,740	124	14,508	153,276
Total Goods	9,892	4,858	128	14,878	157,181
Exempt vehicles	477	430	57	964	13,527
Tractors	3	41	1	45	473
Agricultural engines (£2 10s. class)	76	3,856	8	3,940	35,124
Grand Totals	10,472	9,432	197	20,101	211,125



(Left) The location of the connecting link between the rear shackle extensions can be seen in this view of the suspension.



An example of the Merriworth tandem-axle semi-trailer fitted with Auto-fifth coupling gear. Two-speed gearing is standard on the Merriworth landing gear which is employed. Clean lines are a feature of the design.

New Tandem-axle Semi-trailer

FOLLOWING experience with prototypes which have been in service since the beginning of the year, Merriworth (Engineering), Ltd., Dartford, Kent, now offer a tandem-axle semi-trailer. This employs leaf-spring suspension with the rear shackles of the springs on both sides connected to each other to prevent axle hop. Other features include the use of Glacier DU oilless bearings throughout the suspension and a new design of landing gear manufactured by Merriworth themselves.

Rubery Owen axles with Girling two-leading-shoe brake units at each wheel are employed. The standard brake-shoe width is 5 in., but 7-in.-wide shoes can be fitted if required. The joining of the rear shackles of the springs is by a long, square-section tubular member to which upward extensions of the shackles are attached. Rubber buffers on brackets located inside the frame side-members at the front and rear of the connecting link prevent excessive movement.

As with the single-axle semi-trailers produced by Merriworth, the all-welded chassis frame uses 15-in.-deep pressed-steel side-members made by Rubery Owen, Ltd., with tubular cross-members and triangular-section tapered outriggers. The side rails are special E-section extrusions welded to the outriggers. Also following the practice with the single-axle units, the tandem-axle model is available with the Merriworth Auto-fifth automatic coupling gear or a standard S.A.E. king-pin for fifth-wheel couplings. Construction of the chassis frame is the same for either, and an Auto-fifth coupling or a king-pin can be fitted in the locating hole in the centre of the front support pad. This means that if an operator needs automatic coupling to suit his current tractive units he can change to fifth-wheel coupling, if this is required later on, without much expense. Another feature of the Auto-fifth coupling is that the bearing surface of the turntable is the

same diameter as with the fifth-wheel coupling.

When sold with a fifth-wheel coupling—for a 16-to-17-ton load—vacuum, air pressure and vacuum or air assisted hydraulic braking are available. If vacuum or air-pressure, cam-operated brake shoe units are fitted. When sold in the automatic coupling version—for loads of around 12 tons—brake application is through a plunger in the centre of the turntable and a vacuum or air servo is incorporated to provide extra effort at the tandem master cylinder fitted.

In addition to the Glacier DU bearings—these are of a composite material incorporating a fluorocarbon plastic (P.T.F.E.)—used for the suspension bushes, it is expected that in the near future pad inserts of pure P.T.F.E. will be incorporated at the turntable. A number of semi-trailers with this feature are said to have been in service for some time with excellent results.

Municipal Contracts

Portsmouth Passenger Transport Committee reports that in connection with the conversion of trolleybus services to motorbuses, it is proposed to invite tenders for 22 high-capacity double-deck motorbuses at approximately £146,500. The committee also reports that three double-deck and nine single-deck buses are considered to be unroadworthy and recommends that these be replaced by the purchase of three high-capacity double-deck and seven single-deck vehicles. The corporation's cleansing and haulage committee has accepted the tender of Hais Motor Co., Ltd., for three Gibson refuse-collecting vehicles on B.M.C. chassis at £2,763 each and one Gibson refuse-collecting vehicle with bin-lift on a B.M.C. chassis at £3,257. The £3,171 tender of E.M.A., Ltd., for a Karrier Binheim refuse-collecting vehicle is also accepted.

Northumberland County Council has accepted a £2,078 tender from Adams and Gibbon, Ltd., Newcastle upon Tyne, for a Bedford gully emptier vehicle; the £1,840 tender of Murray and Charleton, Ltd., Newcastle upon Tyne, for an Austin tipping wagon and the £21,849 tender of Charles G. S. Rust, Ltd., Newcastle upon Tyne, for 10 Morris tipping wagons.

Rugby Corporation is recommended to accept the £2,628 tender of G. T. Hilton and Co., Ltd., Rugby, for a 25-cu.-yd.-capacity Karrier dual-tip refuse-collection vehicle.

The support legs of the new Merriworth landing gear are screw operated and have two-speed gearing as standard. The main castings are of light alloy and the legs are of square-section tube. Bracing members are of square- or rectangular-section tube.

Standard platform dimensions of the semi-trailer are 25 ft. long x 7 ft. 6 in. wide and the list price is £1,250. Lengths of 26 ft. and 27 ft. are also available. It is expected that the unladen weight of the unit will be in the region of 3 tons 2 cwt. in its production form.

COMPUTERS FOR COMMUTERS

A COMPUTER may be used to bring about a freer flow in road traffic. Mr. Marples, the Minister of Transport, said last week that he was investigating with the Road Research Laboratory the possibility of using one of these machines for the continuous processing of traffic data to permit the co-ordinated control of traffic over large areas.

The Minister noted that an electric computer would be used to analyse data on traffic flow for the comprehensive survey of London's traffic now being made by consultants on behalf of his department and the London County Council.

Stoke on Trent City Council is recommended to accept the £3,220 tender of H.C.B. Engineering, Ltd., Southampton, for a foam tender to be fitted to a Bedford 6-ton forward-control chassis.

Carlisle Corporation Water Committee has accepted a £743 tender from Graham and Bowness for a Land-Rover.

Northamptonshire County Council Fire Brigade Committee has approved the purchase of a long-wheelbase Land-Rover, with hard top, for £1,250 and two new Austin A35 5-cwt. vans for £800.

Cheslea Works and Highways Committee recommends acceptance of the £764 quotation of the Lex Group for a Commer ½-ton high-top van.

Sunderland Corporation have accepted the £32,020 tender of Transport Vehicles (Daimler), Ltd., for 10 Fleetline chassis, and the £33,870 tender of Park Royal Vehicles, Ltd., for 10 70-seater bodies.

Durham County Council have accepted the £8,125 tender of Holland Motors, Ltd., Southport, for eight 5-ton diesel-engined wagons. The £5,047 tender of Minorities Garages, Ltd., Darlington, has been accepted for two gully emptiers as well as an £844 tender for a Commer 30-cwt. van.

Bishop Auckland (Durham) Urban Council are obtaining tenders for the supply of two refuse collecting vehicles.

Air Cooling by Exhaust Ejector

Interesting Proposals in a Recent Book

IN his book "Air Cooled Motor Engines" (Cleaver-Hume Press, Ltd., 55s.) Julius Mackerle mentions experiments with an exhaust-gas ejector system for engine cooling. The system has been applied to a Tatra racing-car petrol engine and if it is proved feasible to incorporate a silencer, ejector cooling could be used for normal types of road vehicle with outstanding advantage.

Mr. Mackerle is on the staff of the Research Institute for Motor Vehicles, Prague, and was formerly chief designer of the Tatra company, Czechoslovakia.

As pointed out by the author in his introductory chapters, about 50 per cent. less air is required for direct cooling of the cylinders of an air-cooled engine than is necessary to cool the radiator of a water-cooled unit, and this offers a valuable potential saving in fan output. Although the forward movement of the vehicle at higher road speeds is generally adequate to cool a radiator located in the air stream without fan assistance, the fan must be capable of supplying the greater part of the air required when the vehicle is running in low gear on a steep gradient or in dense traffic. Unless automatic fan control is provided, considerable power is wasted under normal conditions and the excessive fan output may lead to overcooling.

The problem of adjusting fan output to engine output is also of first importance for air-cooled engines, and it is pertinent that failure of the fan drive or control mechanism is far more critical because, in contrast to the water-cooled engine, it results in immediate overheating.

Safety Margin

In practice, the water-cooled engine offers a substantial margin of safety, and this probably represents the main factor that has perpetuated water cooling over the years for the majority of road vehicle engines in preference to air-cooled units. If the fan drive of a water-cooled engine fails when the draught of air through the radiator is insufficient to prevent boiling, some time normally elapses before the temperature of the cylinder head and walls becomes critical. Because of the high latent heat of evaporation of water, a large amount of heat is dissipated by boiling, and a dangerous condition does not develop until the water level is reduced to below that of the cooling passages, and this gives a time latitude in which the driver will take note of the excess temperature, as shown by the gauge, or of the steam produced.

If an air-cooled engine is fitted with a fan integral with the flywheel the possibility of overheating by belt failure is

eliminated, but a system based on a flywheel fan is inefficient because the output of the fan cannot be regulated to match the output of the engine. Regulation can only be achieved by by-passing some of the air or by physically obstructing air flow. In operation, fan output is higher than necessary over a large part of the load-speed range. Various methods are available for adjusting automatically the speed of the fan or the pitch of the blades to provide automatic temperature control of both air-cooled and water-cooled units, but these generally necessitate the use of belt drive, and fitting a control mechanism increases the risk of failure.

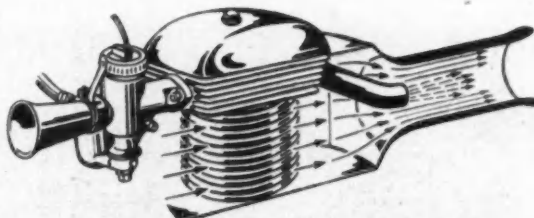
No Moving Parts

In the ejector system described by Mr. Mackerle, there are no moving parts, and air flow is increased automatically with an increase in engine output. Failure of the system is virtually impossible and exhaust back-pressure is not increased. Fan losses are, therefore, entirely eliminated, without introducing compensatory disadvantages. In addition to providing freedom from maintenance problems (at the expense of a rather bulky casing) the system provides an improvement in fuel consumption and should give longer cylinder-bore life, because of the reduced warming-up period and the elimination of overcooling.

The kinetic energy of the exhaust gas is employed to create a flow of cooling air over the cylinders, gas being discharged from a nozzle into the mouth of a mixing chamber which is formed by an extension of the cowl and acts as a venturi. A nozzle may be fed by a number of cylinders, optimum efficiency being obtained in the case of a six-cylinder engine if one nozzle (and mixing chamber) is supplied by three cylinders.

Although the silencing problem has yet to be overcome, Mr. Mackerle appears confident that a suitable finned silencer could be evolved for fitting between the engine and mixing chamber.

In his claims for the conventional air-cooled engine, Mr. Mackerle emphasizes that it can be expected to operate satisfactorily under critical tropical conditions (because of the favourable "temperature difference" factor), in which water-cooled engines are liable to overheating. He also reiterates better-known claims for air cooling, including freedom from radiator maintenance, reduced cylinder wear, higher thermal efficiency and easier maintenance, the last-named being mainly derived from using separate piston-cylinder assemblies which can be dismantled individually. Control systems mentioned by Mr. Mackerle include the



The principle of ejector cooling is shown in this diagram from Mr. Mackerle's book. The energy of the exhaust gases is used to draw cooling air over the cylinder barrel.

Scintilla electro-magnetic clutch, the hydraulic coupling and the variable-pitch fan-blade type.

It is notable that the Tatra 603 V-8 2½-litre air-cooled petrol engine for sports cars develops 200 b.h.p. at 7,500 r.p.m. This unit has a bore of 75 mm. and a stroke of 72 mm., whilst the compression ratio is 12 to 1. Applied to this engine, an ejector cooling system is based on a separate mixing chamber for each bank of cylinders, the length of the chambers being 2 ft. 9½ in. The gas discharged from the ejector is at 160° C. at full load.

Apart from giving details of engine features directly related to problems of air cooling and comprehensive analyses of a wide variety of air-cooled engines produced in Europe and America for motorcycles, cars, commercial vehicles, aircraft and military tanks, the information provided by the author includes data covering virtually every aspect of design and basic theory. He also reviews engine layouts for commercial vehicles.

Combustion Chamber Positions

When referring to combustion characteristics, Mr. Mackerle emphasizes that in petrol engines, the chamber should be located in the cylinder head to reduce dissipation of heat through the piston rings, whereas incorporating the chamber in the piston of a diesel engine is advantageous because it increases the temperature of combustion. This view is of current interest because, according to a number of leading designers in this country, petrol engines should be fitted with chambers contained in the pistons.

In reference to pre-combustion chambers, Mr. Mackerle points out that unfavourable heat dissipation is caused by a high swirl rate, and that loss of efficiency is attributable to heat dissipation rather than the power absorbed by pumping. The value of a high-compression ratio in combination with a compact combustion chamber is, according to the author, a direct function of reducing the area of heat dissipation during a major part of the cycle, as distinct from increasing the expansion ratio.

ON Tuesday of last week, Mr. Mackerle presented a paper "Air-cooled Automobile Engines" to the Automobile Division of the Institution of Mechanical Engineers in London. This lecture dealt in abbreviated form with subjects included in his book.



(Left) Stability was a feature of the Walk-Thru van seen here being driven fairly fast round the bend at the end of one of the fuel consumption runs.

(Right) In spite of a blustery cross-wind the 2-ton van handled well at speeds of up to 57 m.p.h. on the motorway.

ACCESSIBILITY — PLUS

New Commer Walk-Thru Two-ton Van with Three-litre, Six-cylindere Petrol Engine Proves Lively, Well-sprung and Admirably Stable

FROM the point of access to the load and driving area, the Commer Walk-Thru range of light goods vehicle (described in *The Commercial Motor*, October 13, 1961) is probably better than any other load carrier currently available. But this is not the only thing for which the design can be commended. The model tested was the 2-ton van, fitted with the 3-litre petrol engine. Suspension, steering and stability were found to be excellent under all load conditions, braking was good, and the comparatively large engine gave good acceleration and, considering its size, reasonable fuel consumption.

No driver would in my view be justified in criticizing the van, for apart from the ride and performance, all controls are well placed and light. The clutch and brake action is good—the steering-column-mounted handbrake lever being particularly easy to reach and apply. Vision is extremely good, with a large two-piece windscreen—the centre and corner pillars are not obtrusive—and generous windows in the sliding doors which extend a good way behind the driver's head.

The 3-litre engine fitted to the model tested is a derated version of the six-cylindere unit fitted in the Humber Super Snipe car. Bore and stroke dimensions are 87.3 mm. and 82.5 mm. respectively. Maximum power output is 79 b.h.p. at 3,800 r.p.m. and maximum net torque is 147 lb.-ft. at 1,400 r.p.m. Compression ratio is 6.5:1, compared with 8.0:1 for the Super Snipe version, and it is interesting that, whilst the maximum power output is reduced by over 30 per cent. and is obtained at a speed 1,000 r.p.m. lower than the car unit, maximum torque is reduced by only 10 per cent., at 400 r.p.m. lower down

the scale. As is to be expected, the fitting of this engine results in admirably quiet performance.

Transmission is through the same four-speed gearbox (with synchromesh on the top three ratios) that is used in the earlier design of Commer 1- and 1½-ton vans which are, incidentally, still in production. Gear changing was actually the only point on which the Walk-Thru van tested could be criticized. When the change was made too quickly, the engagement of the gear was relatively heavy and it was possible to overcome the synchromesh. This was more in evidence when engaging second gear. Normal gear changes, however, were quite light and the synchromesh action was good. It was, in fact, found possible to change down to second gear at a road speed greater than the maximum in that gear when the change was made correctly.

Controls Well Placed

All driving controls are well placed and easily accessible without stretching. The head and side light switch is combined with the ignition switch on the instrument panel, where there are also toggle switches for the windscreen wipers and panel light. In the centre of the panel is the speedometer, which incorporates also water temperature and fuel gauges and main beam, oil pressure and ignition warning lights. The speedometer can be read without trouble through the steering wheel spokes.

At the top of the steering column, on the left-hand side and beneath the handbrake lever, the lever-type dipper switch is located. Flashing direction indicators were fitted on the van tested and the control for these was on the opposite side of the column. As the indicators are not self-cancelling or controlled by a time switch, it was an advantage that the panel-mounted warning light was bright enough to be seen in daylight.

Other extras fitted on the van tested were rear bumpers with the central step section, and twin heating and demisting equipment. The latter was found to be very effective and even though the tests were carried out on a fairly cold day, it was necessary after a time to close the hot-air outlets in the cab.

The load for the tests consisted of a mixture of concrete



By A. J. P. WILDING

PERFORMANCE

blocks and sand-filled sacks, evenly distributed over the floor area with a total weight of 1 ton 19½ cwt. With two passengers and driver, the gross laden weight of the van was 4 tons 11 cwt. which meant an overload of exactly 1 cwt. Full-load fuel-consumption tests and all other tests were carried out at this weight. Weight distribution was 1 ton 8½ cwt. over the front wheels and 3 tons 2½ cwt. over the rear wheels. The 6.50-16 (8-ply) tyres were therefore within their capacity by about 5½ cwt., both at front and rear.

Because the body floor of the Walk-Thru is completely flat from front to rear there is nothing to stop the load sliding forward when braking. That there is a need for a stop of some sort was evident, as the stout timber beam wedged across the width of the body in front of the load was found to be slightly bowed by the force of the load moving forward even before the full-pressure braking tests.

Consumption Tests

For the fuel-consumption tests, the six-mile out-and-return run on the A6 road between Barton and Clophill was used. The figures obtained appear reasonable for a van of this capacity, particularly with such a large engine. The fact that there is, if anything, too much power available is shown up well by the small difference in consumption for the non-stop and one-stop-per-mile runs when fully laden. The difference of only

Location of the controls and the generous window area can be seen in this view of the driving position. The large wells by both doors and the small protrusion of the engine cowl into the body will be noted.



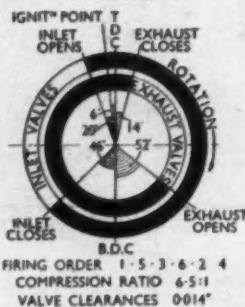
Nearing the top of Bison Hill during the hill-performance tests. Brake fade characteristics were assessed on the run down the hill.

1 m.p.g. indicates that little extra petrol was used in getting back to the normal running speed of 30-33 m.p.h. aimed at on these tests.

Figures for the one- and four-stops-per-mile runs with a full and part load are to all intents and purposes identical. It is also notable that the average speeds for the runs in the two load conditions are also very similar. This confirms the impression obtained when driving the van on the tests when the difference in the loading was hardly noticeable. In comparing the results with those obtained with other vehicles, the figures for gross ton-m.p.g. and



ROAD TEST No. 720/M179—COMMER 2-TON PETROL-ENGINED FORWARD-CONTROL VAN



MODEL: Commer Walk-Thru 2-ton 10-ft. 3-in.-wheelbase forward-control petrol-engined van, with standard 350-cu.-ft. all-steel body.

WEIGHTS	Tons	cwt.	qr.
Unladen (kerb weight) ..	2	7	1
Payload ..	1	19	1
Driver, observer, etc. ..	4	2	
	4	11	0

DISTRIBUTION:			
Front axle ..	1	8	2
Rear axle ..	3	2	2

ENGINE: bore 87.3 mm. (3.4375 in.); stroke 82.5 mm. (3.25 in.); piston-swept volume 2.965 litres (181 cu. in.); maximum net output 79.5 b.h.p. at 3,800 r.p.m.; R.A.C. rating 29 h.p.; maximum net torque 145 lb.-ft. at 1,500 r.p.m.

TRANSMISSION: Through 10-in.-diameter single-dry-plate clutch to Commer four-speed synchromesh gearbox thence by two-piece propeller shaft to the fully floating spiral-bevel rear axle.

GEAR RATIOS: 5.77, 3.029, 1.703 and 1 to 1 forward; reverse 6.985 to 1; rear axle ratio 5.43 to 1.

BRAKES: Girling hydraulic system with two-leading-shoe units at all wheels. Single-pull hand-brake linked mechanically to rear wheels only. Diameter of drums, front, 12½ in.; rear, 12½ in.; width of linings, front, 2½ in.; rear, 2½ in.; total frictional area, 235 sq. in., that is, 51.6 sq. in. per ton gross weight as tested.

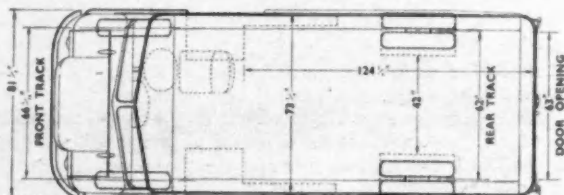
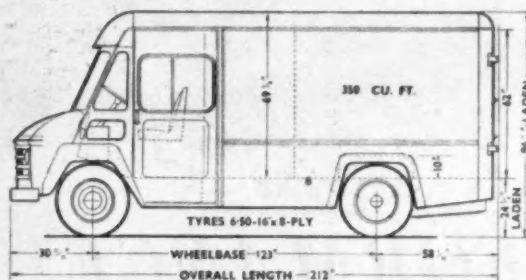
FRAME: Pressed-steel channel section with five cross-members riveted in position.

STEERING: Cam and peg; 3½ turns from lock to lock.

SUSPENSION: Semi-elliptic springs, with lever-type hydraulic dampers at both axles.

FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
39.55	4.55	Non-stop low speed	14.6	30.3	66.4	2,012
39.25	4.55	Non-stop high speed	11.2	50	51	2,550
39.25	4.55	One stop per mile	13.6	27.3	62	1,693
39.25	4.55	Four stops per mile	10.1	20	46	920
19.25	3.55	Non-stop	17.1	30	60.8	1,824
19.25	3.55	One stop per mile	13.8	28.2	49	1,382
19.25	3.55	Four stops per mile	10.3	21.7	36.5	792
Nil	2.5875	Non-stop	18.4	30.6	47.6	1,457



ELECTRICAL: 12v. compensated-voltage-control system with 64-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 15 gal., non-stop fully laden range approximately 219 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 6.5 sec.; 0-30 m.p.h., 14.7 sec.; 0-40 m.p.h., 26 sec.; direct drive, 10-20 m.p.h., 13.5 sec.; 10-30 m.p.h., 25.4 sec.; 10-40 m.p.h., 39.6 sec.

BRAKING: From 20 m.p.h., 18 ft. (23.8 ft. per sec. per sec.); from 30 m.p.h., 44 ft. (22.1 ft. per sec. per sec.).

WEIGHT RATIO: 0.875 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 7 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 44.8 ft. left lock, 46.5 ft. right lock. Swept circles: 47.3 ft. left lock, 49 ft. right lock.

MAKERS: Commer Cars, Ltd., Luton, Beds.

time-load-mileage factor are useful. Those for the van tested are about average.

The high-speed consumption run was made on the M1 motorway over a distance of 10.6 miles—from the A505 entry south to the A4147 junction. The ability of the 3-litre engine to keep the van running at or near its maximum road speed of 57 m.p.h. in spite of the comparatively severe southerly run from A505 is shown by the average speed of 50 m.p.h. attained. At this speed the wind has a big effect on consumption and it was therefore fortunate that when the run was made the strong, blustery wind was coming straight across the motorway. Considering all the factors, the figure of 11.2 m.p.g. was quite good.

On the return motorway run, maximum speeds in the gears were checked and the accuracy of the speedometer was calculated. With the speedometer reading 3 per cent. fast at 30 m.p.h. and 5 per cent. fast at 60 m.p.h., actual maximum speeds in the four gears were found to be 15, 29, 49 and 57 respectively.

In assessing the probable fuel consumption of the van when used on general delivery work I would say that a figure of between 15 and 16 m.p.g. should be obtained. It is also very likely that a driver with a heavy right foot would not produce much lower figures—although the racing type may. Improved figures might be obtainable if the

acceleration pedal spring were a little stronger. I found the spring on the van tested very light, and it was very easy to give more throttle opening than was actually needed at any particular time.

Figures obtained for acceleration through the gears are above average for a vehicle of this load capacity, being as good as many obtained with 15-cwt. vans and better than most for 1- and 1½-tonners. Direct-drive acceleration times are equally good—the result of a good pick-up from the low speed of 10 m.p.h. in top gear.

Braking tests were completed on the same stretch of road as those used for acceleration, a quiet lane just off the A6 at the start of the fuel-consumption runs. The road is as straight and flat as it would be possible to get and the surface is smooth tarmacadam. Under crash-stop conditions, the 2-tonner was completely stable from both 20 and 30 m.p.h. There was not excessive weight transference to the front wheels and from both speeds all wheels marked the road evenly.

On the stops from 30 m.p.h. all the wheels locked so the figures obtained were not as good as may be obtained on a different road surface.

The actual stopping distances of 44 ft. from 30 m.p.h. and 18 ft. from 20 m.p.h. are quite good. Tapley-meter readings taken showed a maximum braking efficiency of

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- The standard 4-speed gearbox has cast iron casing for extra strength. Clutch housing also of cast iron.
- Increased rear axle capacity of 18,500 lbs and the 100% cold riveting of chassis frames allows greater chassis flexibility during tipper operations.

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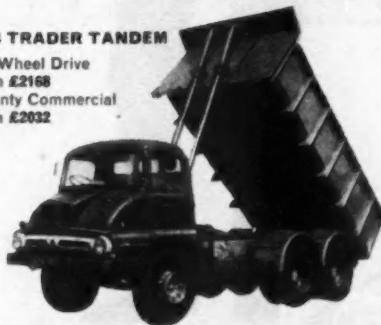
7 ton Tipper (6 cu. yd.)

Max. G.V.W.	204 cwt
Frame modulus	10.0
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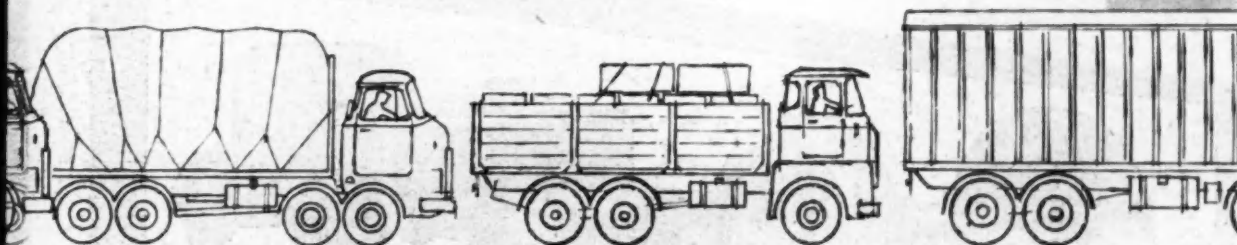
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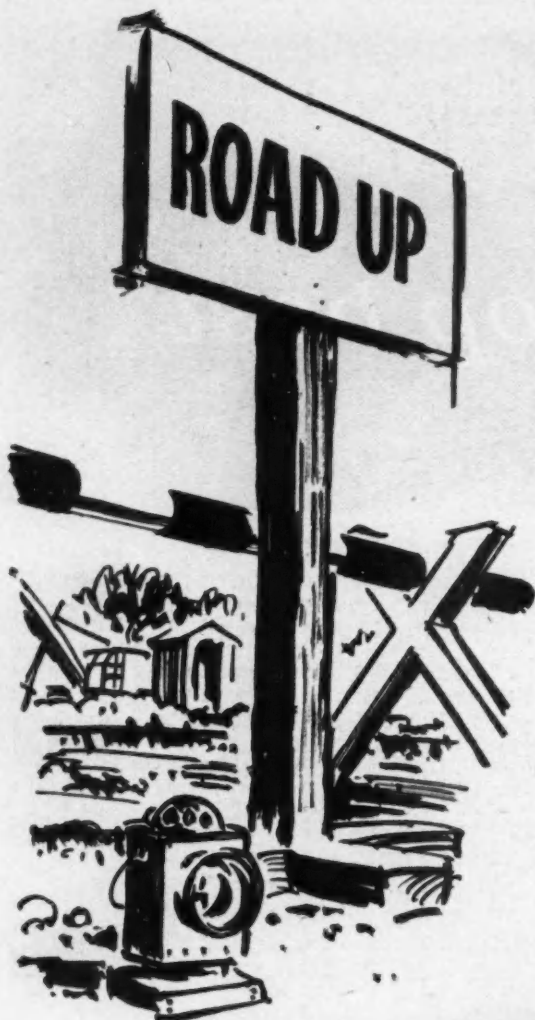
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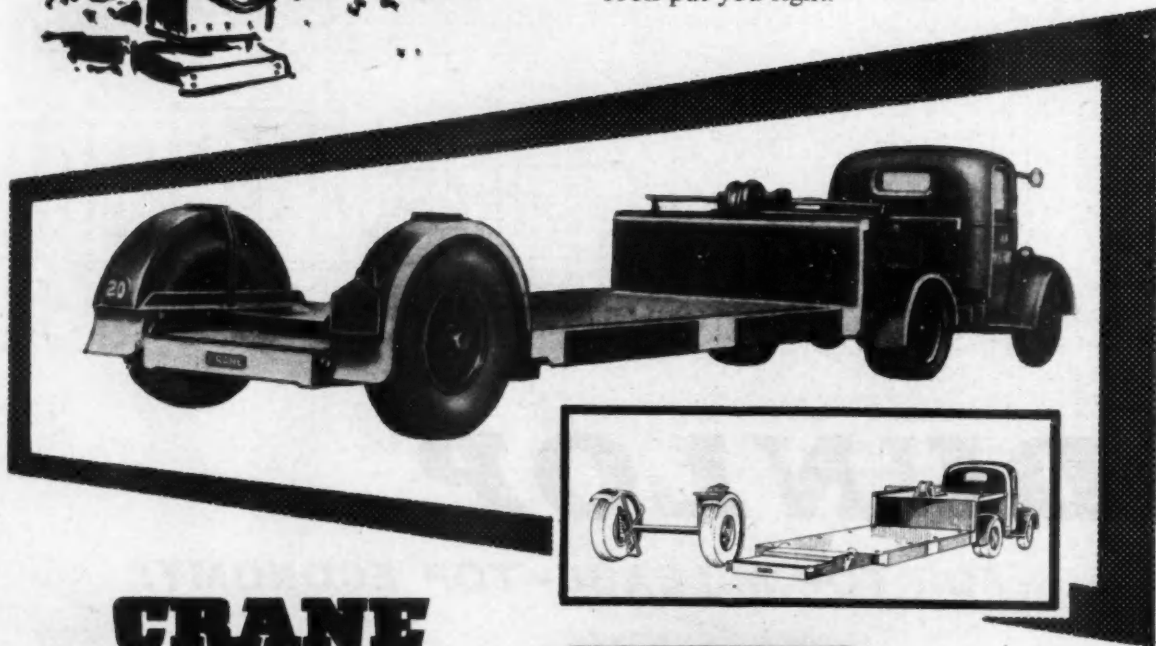
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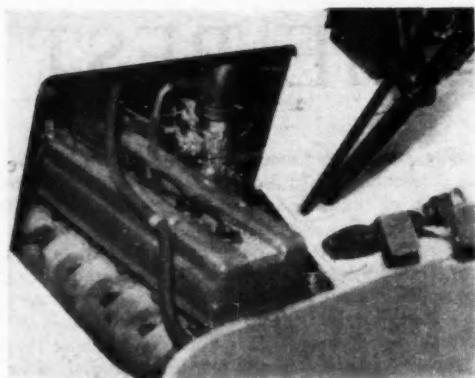
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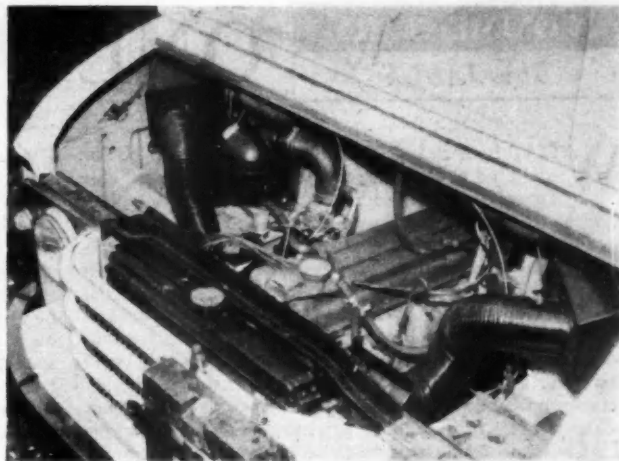
D18



WT/LL/10/12



A good degree of accessibility to the engine is given when the full-width bonnet is opened (right) and the internal engine cowl is removed (above).



88 per cent. from 20 m.p.h. and 83 per cent. from 30 m.p.h. The steering column-mounted handbrake lever proved to be very effective and handbrake efficiency—obtained using the Tapley meter—was 47 per cent., which is extremely good.

Hill-performance tests were the last carried out, Bison Hill being used for them. This is three-quarters of a mile long, has an average gradient of 1 in 10½ and a maximum gradient of 1 in 6½. Ambient temperature was 52° F. and a fast maximum-power ascent of the hill was made in 2 minutes 31 seconds. Second gear was the lowest used, being engaged for 1 minute 4 seconds and the minimum speed was 10 m.p.h. During the ascent the water temperature of the radiator top tank increased by 15° F.

Brake-fade characteristics were assessed on the run down the hill. The usual procedure was adopted, with the descent being made in neutral and the footbrake applied to keep the speed down to 20 m.p.h. The gradient towards the bottom of the hill is less steep and top gear is engaged and full throttle applied to keep the speed at 20 m.p.h. with the brakes still on. Total time for the descent was 2 minutes 42 seconds, of which 37 seconds were spent in top gear. At the end of the run, a full-pressure stop from 20 m.p.h. gave a Tapley-meter reading of 76 per cent. There was a little extra brake-pedal travel, which showed that the small amount of brake fade (the reading was 12 per cent. less than with cold drums) was due to expansion of the drums.

Easy Restart in Bottom Gear

Following the fade test the van was taken up the hill and was restarted easily in bottom gear on the 1-in-6½ section. It was almost possible to restart in second, but although the vehicle could be held on the clutch, the hill was just too steep. The handbrake held the load without any effort and with seven notches to spare. Commer's say that the model as tested is capable of climbing a gradient of 1 in 3½ in first gear and this is quite justifiable. When going down the hill the van was stopped on the steepest section and a start in reverse was made—as a formality, because the reverse gear has a lower ratio than bottom. Needless to say, the van started comfortably.

In the same way that drivers of the Walk-Thru range have been given every consideration, so have they and mechanics been catered for in the degree of accessibility for maintenance tasks incorporated in the design. Also to Commer's credit is that they are one of the few British vehicle manufacturers who supply a comprehensive kit of good quality tools, including, besides a ratchet jack, four

open-ended and one ring spanner, an adjustable spanner, a cabinet screwdriver, pliers and a special plug spanner.

When the full-width bonnet top is opened, all engine items requiring regular attention are within easy reach. Removal of the interior engine cowl is necessary only when the rear sparking plugs have to be removed or access to the cylinder head is needed. In timing the various jobs carried out from the front the time taken in opening and closing the bonnet was included. These were checking engine oil level, which took 49 seconds; checking air cleaner oil level, 1 minute 43 seconds; topping up all cells of the battery, 1 minute 47 seconds; and checking the level of the brake-fluid reservoir, 29 seconds.

No Starting Handle

Changing No. 1 sparking plug took 2 minutes 25 seconds and checking the distributor contact-breaker points gap needed only 1 minute 15 seconds. As no starting handle is supplied when the 3-litre engine is fitted—one could not be used easily for although the engine has a starting dog and there is an access hole in the front grille there is no guide for the handle—the points were opened by rotating the fan.

Moving inside the van, No. 6 sparking plug was changed in 2 minutes exactly. This included the time taken in removing and refitting the interior engine cover. The gear-box has a dipstick, reached through a rubber plug in the cab floor. The time taken for an oil-level check was 26 seconds. The rear-axle oil level was checked in 1 minute 15 seconds from underneath the van.

The final task undertaken was adjusting the brakes on the off-side front wheel. The total time taken was 3 minutes 21 seconds, made up of 19 seconds getting the jack and handle from their positions under the bonnet, 1 minute 18 seconds to jack up the axle, 47 seconds to adjust the brake shoes, 35 seconds to lower the axle and 22 seconds to put back the jack and handle.

Basic price of the 2-ton Walk-Thru van with the 3-litre petrol engine as tested is £947. Considering the features incorporated to make the vehicle as near the ideal delivery van as possible, this price seems most attractive. The price when the 2.26-litre four-cylinder petrol engine is fitted is reduced by £58, and it is very likely that the van will be sold in this form in this country more than with the 3-litre unit. I would say that the main market for the version tested will be overseas, where longer journeys are more likely and above-average performance is required with fuel consumption not of paramount importance.

COMMENTARY

by JANUS

ONLY THE BEST

WHAT is of benefit to the railways will also be for the good of the transport industry as a whole. This appears to be the view of Dr. Richard Beeching, chairman of the British Transport Commission, as set out in an address to the Institute of Transport earlier this month, and referred to in an editorial in *The Commercial Motor* last week. Road operators may wonder exactly what he means. This sort of language was not being relayed from the Ivory Tower even a few years ago, when the railways were full of complaints about road competition and there were strong hints that the growth in the number of vehicles on C licence was altogether too rapid for comfort.

There might be a cautious agreement with Dr. Beeching if he was deploring the unsettling effect on the rest of transport of a railway system in a chronic state of insolvency. The point is one that he makes himself. "Nothing could be more harmful to the industry," he says, "than to have a part as large as the railways struggling for survival, flailing around in its efforts to exist." Not content to stop here, he has some more positive things to say about the methods the railways intend to use in order to sail into calm water.

"We mean to survive by getting out of business which is unsuitable for us," says Dr. Beeching, "and by getting more and more of the business which we can handle best. And we intend to do it by handling it best." Apparently this bold declaration was buttressed by studies that he announced were to be made shortly after he took over as chairman. He is now able to say that costing methods are being used more and more to select and price traffic, and that other studies are being made to discover how much favourable business is available to the railways.

Perhaps all this is completely clear to the mandarins of the transport Establishment. The average road operator remains a little perplexed. He cannot see that Dr. Beeching is going beyond what any chairman of a business organization would say. The aim must always be to give the service or provide the product that is best suited to the undertaking, and in so doing to reach the highest possible standard. These are platitudes that too often weigh down the pages of company reports and do no harm so long as nobody supposes that they enshrine some new truth.

THE railways have had a century's experience in handling traffic of every kind. In fact, for most of that time their obligations as a common carrier have made it difficult for them to refuse whatever is offered. They should surely know by now which categories of traffic they prefer, or which they imagine they can handle best. From time to time there have even been lists compiled, sometimes by the Commission and sometimes by outsiders with a benevolent interest, of transport activities for which the railways are considered most suitable.

Except as an exercise in economics, there does not seem to be a great deal of point in this. The manufacturer who wishes to find out whether his product is better than any other does not carry out his inquiry within his own firm. He goes to his customers and, in fact, his sales graph usually provides a sufficiently exact indication for his purpose. In the same way, the transport operator cannot find much information by analysing his service. He knows that it is satisfactory because his customers choose it and stay with it in spite of competition.

B70

Admittedly, the circumstances of hauliers and of the railways are different. Partly from business prudence, and partly because of licensing restrictions, the haulier tends to build his undertaking outwards from a nucleus of traffic that he knows he can handle efficiently. The railways have a large organization designed to carry more traffic than is now available. They are compelled to cut away some of their services in the hope that they can run what is left on a more economic basis. They may like to think they are still masters of their fate and can decide exactly what traffic they can relinquish and what retain.

What is expected to happen in most cases is that the railways will abandon a particular stretch of line or will close a station. In each case a wide variety of traffic will no longer flow in the accustomed channels. There may be some portions of it that the railways would wish to retain, because it is of the kind that they believe they "can handle best." There is no certainty that they will succeed. Once disturbed, the traffic may go to another form of transport and not return—a lesson which they, above all people, should surely have learned by now.

HAULIERS as well as traders will be curious to know what happens in such circumstances. If there is a considerable volume of traffic and it is offered to a haulier, he may have to apply for extra vehicles. He would expect to encounter strong railway objections, fortified by the new doctrine that the railways know what they are best able to carry. On the other hand, the railways might be expected even to encourage the haulier to carry that part of the traffic that they themselves do not want.

Traffic court battles and treaties of this kind may at least help the public to find out where the dividing line is drawn between what the railways want and what they would prefer to do without. Understandably, they may have no wish to make any precise announcement on this. Any traffic they specify as desirable will at once be marked down as competitive, which in transport seems invariably to mean a depression in rates. On the other hand, traffic the railways may reject may command a higher price, especially if the trader has difficulty in getting anybody else to carry it.

Rates and costs must enter the picture. The railways' own conception of the business they can best handle may be somewhat idealistic. It may concern itself solely with service. There may be certain traffic that will travel more quickly by rail without special treatment. Unless a sufficient quantity is offered, however, the proper economic rate may be high and there may be no way of reducing it. In such a case the railways can keep to their ideal only by carrying below cost. Otherwise the traffic will go by road.

Carrying below cost has obviously been the bane of the railways. It has been their practice for ten years or more. If they are to reform they must, indeed, become more selective. What this means in plain language is that their rates schedules will be designed so as to encourage certain kinds of traffic and discourage others. This is how any sensible transport business operates. It seems strange how reluctant the spokesmen for the railways are to admit the fact and act upon it without attempting to dignify the process by carrying out a whole series of high-sounding inquiries.

Motorway Vehicles Must Be All-rounders

Leyland Technical Director, Addressing I.R.T.E. in
Yorkshire, Gives His Views on Vehicle Development

THERE would be no advantage in designing a commercial vehicle solely for operation on motorways of which, even after the next 10 years' development, there would only be a few hundred miles in the United Kingdom, said Mr. V. W. Pilkington, technical director of Leyland Motors, Ltd., in an address to a meeting of the I.R.T.E. Yorkshire Centre last week. A single unit had to be capable of running economically on the motorway and with equal efficiency on other roads and in city streets. The motorway vehicle visualized had to be able to work internationally and be suitable for sale in the Common Market or elsewhere.

70 m.p.h. Maximum

Experience in Europe and America suggested that effective speeds would not ordinarily be in excess of 70 m.p.h. so that there was no great gap between the capabilities of present models and what was likely to be required in the future. With the extra speed, however, there came the need to examine more closely questions relating to brakes, steering and transmission. A power unit of 200-250 h.p. might be regarded as desirable for this type of operation. If one considered the amount of probable motorway running in relation to the rest of the vehicle's use there was no point in providing a power installation that would give speeds much in excess of 70 m.p.h.

As the road occupation of motorways increased, the reflex time of the individual driver became of greater importance and they had to remember the human factor: there was not a standard model of driver for all types of vehicle who would respond equally to high-speed actions under all conditions. By careful planning of motorways between city and city, as in the United States, the roads could become virtually self-supporting. Such was the case with the American turnpikes where the vehicles paid their tolls and used the highways for the appropriate distance.

Highest Possible Payload

Whether for goods or passenger transport, the motorway vehicle should have the highest possible payload in relation to unladen weight. Provided one had power, reliability, retardation and good suspension, the capital cost was not of supreme importance. Neither was fuel consumption, as further improvement in the standard of specific consumption could be only fractional.

Much had been said about the possible uses of the gas turbine but this would require a revised approach to the transmission problem and by the time adequate heat exchange had been incorporated to improve the specific consumption, the weight and complication would debar its use in the group they were considering for some time to come. British manufacturers had, of course, fitted gas turbines to road vehicles but for reasons of economic operation it was not possible to do other than employ the piston engine, with its supplementaries, for the type of duty they were considering. Mr. Pilkington said he could not see the gas turbine coming into use in this way for at least another decade. All the tests that had been made had not shown up anything better than the traditional shift system for goods operation.

Use of Supercharging

Although specific consumption could be only fractionally improved, the normal oil engine's speed range might still be increased. Output from a well-designed power unit could be materially assisted by a turbosupercharger and one approach could be seen in the B.M.M.O. motorway coach which had been operating successfully since M1 had been opened. Although valuable for constant-load, constant-speed operation, this vehicle was not so attractive when brought down to city services with a low average power requirement and many stops per mile. The B.M.M.O. coach engine's output was given as 130 b.h.p. with turbocharger.

Transmission Problems

If a passenger vehicle were to operate only on the motorways the gradient requirement would be of minor importance. If gear steppings lay in the order of 1.6/1.8 the power fell away rapidly down to the change point but with close steppings such as 1.2/1.3, maximum power could be sustained. When touring the passenger vehicle left the motorway and therefore design could be commercially acceptable only if general availability were given, with a climbing capacity of say 1-in-4. This would necessitate a five-speed box, preferably with a range transfer. Whether the transmission should be the simple clutch-synchromesh-gearbox combination was open to argument; conditions on the motorway and on tour made quite different demands. On passenger vehicles a growing tendency was seen for use of a combination of a planetary transmission with fluid flywheel for



Mr. V. W. Pilkington.

easy starting and a lock-up clutch for economy. Capital cost was higher but the ability to return high performance under varied conditions warranted close attention for the arrangement.

The energy involved with a goods vehicle of 24 tons or a passenger vehicle of 14 tons gross weight, at 60-70 m.p.h., was considerable so there must be no question of erratic braking performance or of fade at any time. The main consideration in choosing the system must be to retard a vehicle safely, including weight transfer, especially in the case of emergency. The drum brake, which had been brought to a high state of development, offered the most scope whilst air appeared to be the most suitable form of actuation.

Disc Brake Developments

In response to questions on the subject, Mr. Pilkington said that his company had been investigating disc brakes for six years and not until now had they been able to achieve what he regarded as a satisfactory performance. The number of times a driver used his brakes on the motorway was relatively low, whereas the racing driver might be said to "live on his brakes." Perhaps discs would be used in the front and drums on the rear but he looked to development of disc brakes which would make them more readily usable all round.

Under road conditions likely in the future, particularly on motorways, independent suspension for either front or rear did not appear to be necessary. For motorways roll stability was vital. With passenger units the design of air suspension should be such that the vehicle would not roll in the direction of motion. A fairly stiff suspension was needed for goods units in which the centre of gravity probably was higher than with coaches. There should be a natural feel to the steering which should not be too high- or too low-geared and could well be power-assisted. Study should be made to overcome jack-knifing of articulated units in a sudden halt and, even at the cost of a little extra weight, some protection at the tail end to prevent small cars and motorcycles from running beneath the overhang would be worth while.

Letters to the Editor

No Queues for the Tunnel

MAY I make one comment on the article by Janus, in your November 3 issue? He concludes an otherwise fair and reasonable article with a gloomy picture of "long queues of cars and lorries waiting their turn for the train through the tunnel." This, I am convinced, is far from the truth.

The crux of the question is capacity. With a carefully calculated capacity of at least 3,600 cars per hour in each direction, the railway tunnel will be able to equal the performance of a bridge with five lanes for motor traffic and handle twice the peak-period traffic estimated for 1980 by the independent economic investigators of Great Britain, France and U.S.A. It is upon their conclusions that the Channel Tunnel Study Group bases its claim that, making full allowance for fluctuations in demand, a railway tunnel will have a capacity far in excess of any likely demand in this century.

London, E.C.2.

HARCOURT,

Member of the Channel Tunnel Study Group.

Finding What Hauliers Want

MR. W. HIGHAM REID was being a little unfair, I feel, when he said (*The Commercial Motor*, last week) that the Road Haulage Association does not need a licensing inquiry. He states, quite rightly, that the R.H.A. is already as knowledgeable about licensing law and procedure as it can be. But that is not, as I understand it from what was reported at the Brighton conference last month, the point. What the R.H.A. committee of inquiry will seek is the views of its areas and sub-areas.

In other words, the R.H.A. intends to speak for the public carrier *en masse* (both those who support it with subscriptions and those who do not, but who benefit just the same from its work). To do this, Mr. Reid, the R.H.A. must first go to its members to find out what they want!

This is what they are doing. Mr. Reid is confusing legal knowledge with knowledge of hauliers' views—which, without asking, the Association can hardly be expected to have in detail.

The secretary-general did, indeed, make a much-needed attack upon the Transport Tribunal, and Mr. Reid was right to praise him for it.

In my view, Mr. Reid is off course in his article. He shows an admirable concern that the R.H.A. should maintain a high public regard for hauliers. "The voice . . . should be crisp and clear, never uncertain, diffused or confused," wrote Mr. Reid.

He is absolutely right, but it is only by seeking out its members' requirements that the Association can be crisp and clear. If it had not adopted the correct course it has taken, then, indeed, it would be in grave danger of "uncertain, diffused and

confused" comment, because it would speak only with the voice of the few at headquarters.

This way it will speak with the voice of every haulier—and that is how I like things to be.

Birmingham.

PAID-UP MEMBER.

"Keeping Others Off the Road"

HOW I applaud W. Higham Reid's article entitled "What Does the R.H.A. Want With a Licensing Inquiry?" (*The Commercial Motor*, November 17).

The R.H.A., I understand, represents about half the A- and B-licensed operators in the country, and yet they make national pronouncements which speak for the industry as a whole. This does not only apply to national pronouncements, but also domestically, within their own house.

At Brighton last October a mere handful of members—approximately 200 out of an R.H.A. membership of 17,000—decided among themselves the fate of some 10 resolutions. This means that just over 1 per cent. of a half of the people who earn their living as professional hauliers could decide the fate of every goods vehicle operator in the country.

"Gave Up"

The Association *should* know all there is to be known about licensing, but they still want to form an investigating committee. They preen themselves about the result of the Merchandise case, yet they "gave up the struggle" against Arnold at the very time when they should have been fighting the hardest—when the case came up again before the Licensing Authority to decide the number of vehicles they should have.

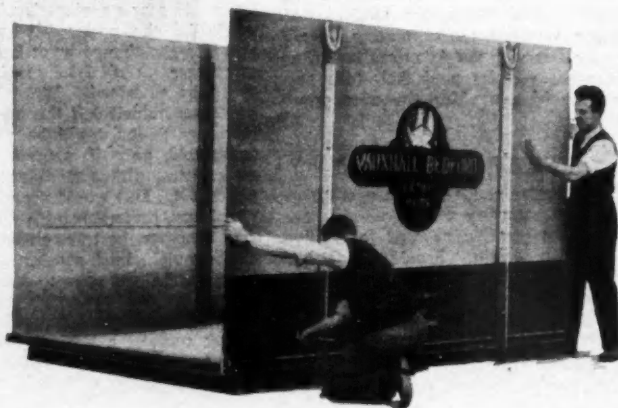
From experience I know that the R.H.A.'s main function is to keep everyone off the roads but themselves, and they carry this into the licensing courts, often whipping up opposition to the most inoffensive applicant and the most unassuming bid.

No wonder they were shocked when their guest speaker at Brighton, Mr. Munby of Oxford University, told them that licensing should be scrapped altogether.

South Croydon.

FED UP.

Containers made by Reynolds (Packaging), Ltd., to a specification drawn up by Vauxhall Motors, Ltd., in conjunction with General Motors Nordiska A.B., Stockholm, are being used by Vauxhall's for shipping parts and accessories to Sweden. The containers, which hold 5 tons, collapse, and when folded up take up one-sixth the space of the erected containers. Assembled, the containers measure 10 ft. x 6 ft. x 6 ft., and exterior-grade plywood forms the basis of their construction.



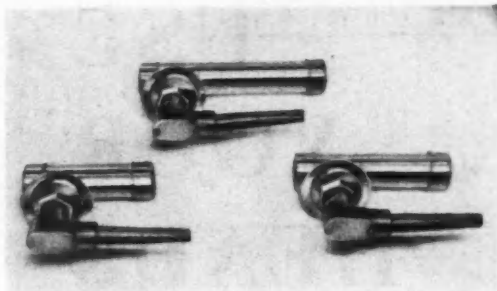
New Equipment and Publications

Engine Oil Heater

IMPROVEMENTS have been made in the latest model of Peregrine engine oil heaters produced by Power Frequency Heating, Ltd., Lampton Road, Hounslow, Middx.

The latest heater consists of an open-ended tube lined with a sheathed conductor wound in a close spiral, the inner diameter of the spiral forming an oil passage. The unit is fitted inside the engine sump, with its axis inclined at a small angle to the horizontal. The tubular design promotes convection, so that when the heater is switched on the heat is rapidly distributed throughout the mass of oil. There is said to be no risk of the oil being overheated, as the intensity of heat input from the heater surface to the oil is kept low.

Three sizes of the Peregrine engine oil heater are available to suit sumps with different capacities.



This modified model is very much lighter than earlier types, and fitting requires only one hole in the sump wall. It works equally well on D.C. or A.C. current and there are three standard sizes, 100, 150 and 250 W.

This range of models covers the needs of engines with a sump capacity of up to 5 gal. For larger engines two heaters can be fitted.

compact styling as the other pumps in the range, being only 4 ft. high, 2 ft. 9 in. wide and 1 ft. 6½ in. deep.

Lighted and unlighted versions are available, the former being 4 in. higher since it has a top section containing fluorescent lighting. The sloping-dial face incorporates a drum-type numeral counter which can indicate up to 99½ gal. in ½-gal. units. A seven-figure, non-resettable totalizer records total throughput.

Two models of each version are made, one with a ½ h.p. motor giving a delivery rate of 10 g.p.m., the other with a ¾ h.p. motor and a delivery rate of 18/20 g.p.m. These are supplied with ¾-in. and 1-in. bore hose respectively.

Parts Cleaning

PLANT to make I.I.I.-trichloroethane, a solvent not previously manufactured in the U.K., has been built by Imperial Chemical Industries, Ltd., at Widnes, Lancs. The new solvent will be sold under the trade name Genklene and extends the range of chlorinated solvents already made by the General Chemicals Division of I.C.I.

Genklene is claimed to be non-inflammable, of medium volatility and low toxicity and therefore specially suitable for cold cleansing. It is said to be particularly suitable for cleaning machinery without dismantling, and for many routine production and maintenance jobs. The solvent can be applied by wiping, dipping or spraying, and contaminated solvent can be purified by distillation for re-use if required.

Versatile Shampoo

A SHAMPOO which can be used for carpet and upholstery cleaning, as well as for cleaning the exterior of a vehicle, is now made by T. Bonnyman, Son and Co., Millerfield Road, Glasgow. This product is known as Car-Bon, and when applied to windows prevents misting.

One dessertspoonful of Car-Bon is mixed in a bucket of warm water to clean bodywork. No leathering is necessary and after rinsing off, the paintwork is left streak-free. For upholstery and carpets, the rate of use is one tablespoonful to one pint of water, and one part of Car-Bon in six parts of water is used for windows.

Car-Bon costs 10s. 6d. per gal. net in 5-gal. drums and 8s. 9d. per gal. net when bought in 40-gal. drums.

Motor Industry Statistics

THE latest edition of "The Motor Industry of Great Britain" has just been published by The Society of Motor Manufacturers and Traders, Ltd. Minor changes have been made in the presentation of the great volume of statistical data on car and commercial vehicle production and exports for all countries which is contained in the book.

Of particular interest to exporters are tables showing a number of foreign legal requirements, including weights, dimensions and lighting regulations.

Improved London Atlas

ANYONE who has to find his way through London or make a delivery at an address in the London area would be amply repaid in time saved by spending £2 10s. on the latest edition of Bartholomew's Reference Atlas of Greater London. This is to be published on December 1 after being comprehensively revised to incorporate redevelopment of war-damaged areas, new office buildings, major road construction and housing developments.

An area of 1,100 square miles is covered by the atlas—the same as the 1954 and 1957 editions. This includes all the Metropolitan Police Area and outlying built-up areas from St. Albans in the north to Redhill in the south, and from Slough in the west to Grays in the east. Maps of the outlying areas (24) are at a scale of two inches to the mile. The Greater London area (129 maps) is at a scale of four inches to the mile and there are four maps showing the City of London, the West End and Whitehall scaled at 10 inches to the mile.

As with the previous editions, almost half the book is taken up by a most comprehensive index, including streets, offices and large buildings. There are 60,000 names given—some 10,000 more than in the previous edition.

There have been slight alterations in

the index and the new edition gives the names of the administrative borough, rural or urban district, as well as the name and postal district of each entry. A useful inclusion is that names of streets and other entries for which space is not available on the maps are either marked with an asterisk and the nearest adjoining street shown in brackets or a small numeral placed by the map reference refers to the same number in the appropriate map square.



The illuminated version of the Wayne Meteor dispensing pump.

Compact Pumps

A RECENT addition to the Meteor range of fuel dispensing pumps made by Wayne Tank and Pump Co., Ltd., Bracknell, Berks, is one intended for commercial users. It has the same

USE YOUR HEADS

Improvements in British Headlamp Systems are in Keeping with Increased Road Speeds; Accurate Manufacture Can Reduce Dazzle

By John F. Moon, A.M.I.R.T.E.

ONE noticeable feature of any night drive down a British main road these days is the increasing number of heavy-vehicle drivers who seem to prefer to use their vehicle headlamps—usually dipped—rather than the various types of auxiliary driving lamps which, until recently, formed most drivers' only acceptable form of night-driving illumination.

Such auxiliary lamps are still used in appreciable numbers, of course, to the detriment of oncoming traffic (particularly private cars), whose drivers are inevitably dazzled by the badly aimed, wavering, near-horizontal beams cast by such devices, which frequently appear to be mounted on springs to increase the dazzle effect.

Fortunately, the headlamps fitted on commercial vehicles as standard equipment have improved by leaps and bounds over the course of the last decade or so, and it could well be that within the next five years perpetual use of spotlamps and long-range driving lamps will become a thing of the past, although there will probably always be need for the occasional use of such lights to supplement the headlamps by giving added illumination a long way ahead of the vehicle. Special fog lamps giving a widespread, flat-topped beam will always be needed, of course.

Overcoming Inadequacy

The vogue for spotlamps really stemmed from the inadequacy of the original-equipment headlamps available to vehicle manufacturers before, during and immediately after the last war. The headlamp systems in use in those days usually had the near-side lamp permanently tilted downwards by about 2°, and "dipping" consisted merely of extinguishing the straight-ahead, off-side lamp.

No one could claim that this gave satisfactory illumination either when the system was on main beam or when it

was dipped, and particularly in the latter condition dazzle to oncoming vehicles was a problem. Many variations of this same basic theme were tried, including one well-known system in which the near-side lamp had a pivoted reflector which was tilted downwards by a solenoid when the dip switch was operated, the off-side lamp being simultaneously extinguished.

Double-dipping Arrives

Inadequate as this type of equipment was for British conditions, it was almost completely unacceptable in overseas territories, and the resurgence of the British automotive industry's export efforts soon after the end of the war made it essential that a more satisfactory type of headlamp be developed. The result was the original "double dipping" system, in which each lamp had double-filament bulbs, one filament to give a main beam and the other to give a dipped beam in the case of both lamps.

The improved illumination given by both beams was remarkable, but British drivers did not take kindly to the idea of the off-side lamp staying illuminated—albeit with the beam dipped—in the face of oncoming traffic, and those drivers who were "pioneering" enough to make use of their increased illumination with dipped lamps invariably found themselves being flashed at angrily by their oncoming brethren. In self defence the inevitable auxiliary lamp was reverted to, so as far as the vast majority of the motoring public was concerned the dazzle problem remained.

These original double-dipping lamps were made in 8-, 9- and 10-in.-diameter sizes and had silvered reflectors, which were in themselves another source of trouble because of the "open" construction of the lamp. This type of assembly made it relatively easy for the driver to remove the headlamp rim and lens and so, as he thought, clean the



British commercial-vehicle makers were ahead of the rest of Europe in their use of four-headlamp systems. On the left is seen a recent A.E.C.-Harrington Cavalier coach, whilst on the right is a 1958 Guy Invincible.



F700 metal-backed headlamps—main beam.



F700 metal-backed headlamps—dipped beam.



All-glass, sealed-beam lamps—main beam.



All-glass, sealed-beam lamps—dipped beam.



Four-headlamp system—main beam.



Four-headlamp system—dipped beam.

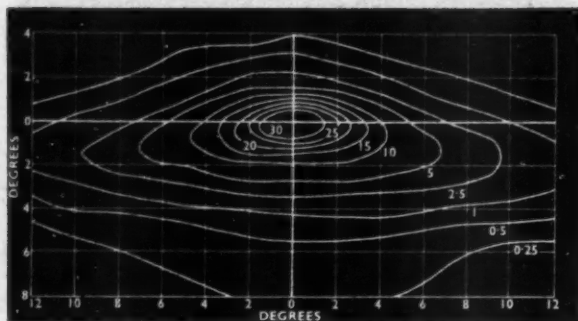
reflector, although actually all he was doing was removing the silvering and therefore reducing the light output.

In 1950 the original "sealed" type of double-dipping lamp with block lens was introduced by Joseph Lucas, Ltd., who supply most of the headlamps for the British vehicle industry in conjunction with their associated company, C.A.V., Ltd., whose main field lies with heavy vehicles.

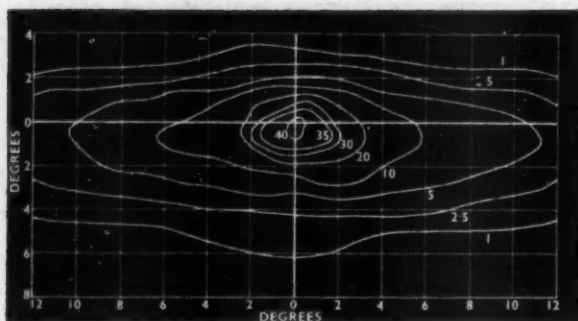
This 1950 lamp, which conformed to International standards by having a nominal diameter of 7 in., was progressive for its use of a pre-focus bulb, access to which was through the back of the reflector, the rim and lens being sealed to the metal reflector, so that its surface could not be marred by the effects of too much over-enthusiastic cleaning.

Comparison of Light Patterns for Lucas F700 and All-glass, Sealed-beam Lamps

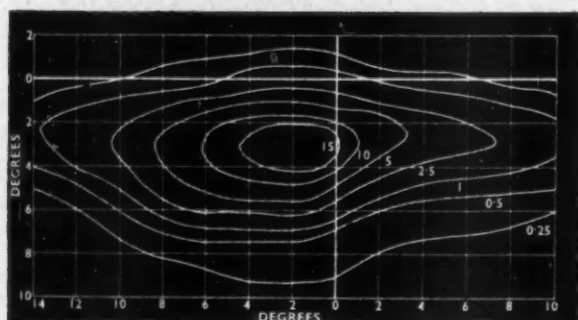
(Figures in Thousands of Candle-Power)



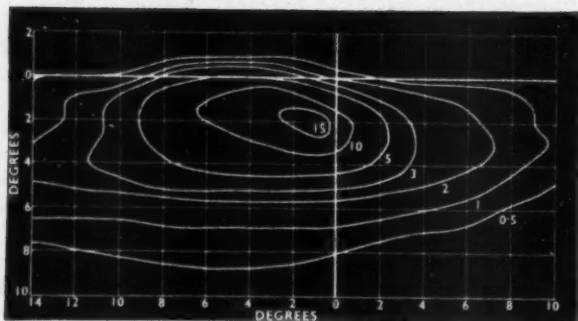
F700 metal-backed—main beam.



Sealed beam—main beam.



F700 metal-backed—dipped beam.



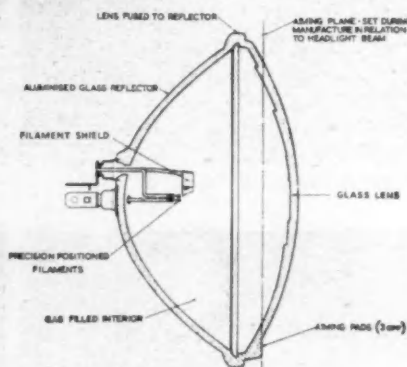
Sealed beam—dipped beam.

As with the earlier types of double-dipping system, a two-filament bulb was used to provide main and dipped beams, and the method of bulb location ensured a higher degree of filament alignment relative to the reflector than had been obtained previously. The silvered brass reflector of this lamp was soon superseded by an aluminized steel reflector, and this type of lamp is still in common use in Britain, only now being gradually supplanted by more recent designs, as detailed later.

The change from brass to steel for the reflector material is significant. For one thing a steel reflector is cheaper than a brass one, and silver-plating brass is a more costly process than aluminizing steel. Furthermore, comparing the finished products the aluminized-steel reflector affords greater reflectivity, and stays bright because there is no lacquer film (which browns with age) to obscure the polished surface, silvered reflectors having been protected with such a lacquer.

The improvements introduced during this period with respect to the reflectors and bulbs of headlamps were paralleled by equal progress in the design of the lamp lenses. Originally, lenses were merely flat, acid-etched sheets of glass, which had the effect of diffusing the beam. Next came moulded glasses with vertical ribs which gave some measure of horizontal beam control, in that the beam was spread over the road surface, but no vertical control.

The vertical ribs were retained for the next move, but prisms were incorporated with the ribs to give a measure of vertical beam control. With the advent of twin-filament bulbs the block lens was developed to give an even spread of light all over the road, although even this



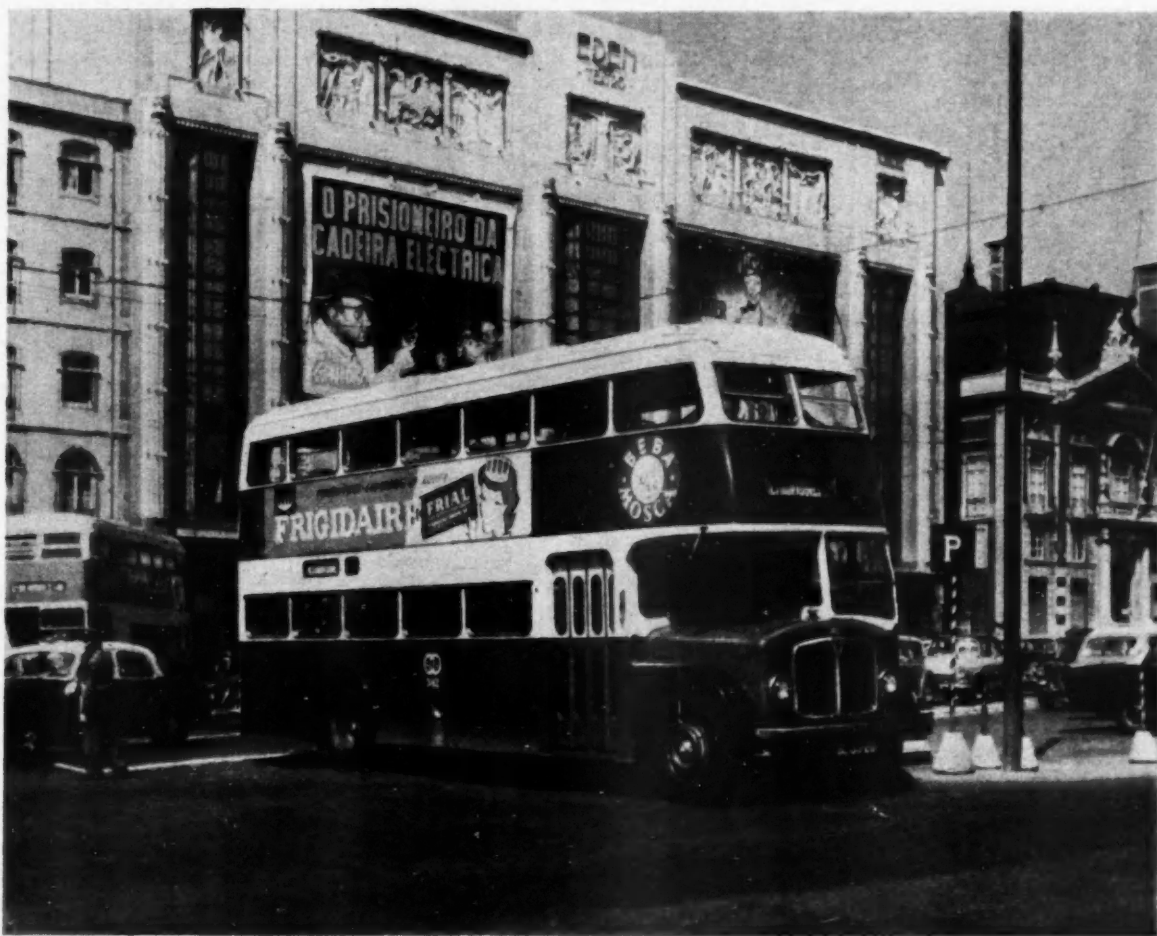
The Lucas all-glass, sealed-beam headlamp.

was a compromise in that one lens had to control both main and dipped beams.

This basic type of block lens is still used on all the latest types of lamp, and it is perhaps not generally recognized how important the lens is. Its characteristics define to a considerable extent the type of beam emitted and its direction: for instance, identical lamps can be made to dip to either left or right, according to the type of lens installed, and to use "left-hand dipping" bulbs behind "right-hand dipping" lenses is a poor compromise, although obviously the cheapest expedient for vehicles continually operating both in Britain and on the Continent.

Like all designers, Joseph Lucas' back-room boys were still not satisfied, with the result that the metal-backed sealed unit is now gradually being replaced by the all-glass, sealed-beam lamp. The main reason for the development of this type was to ensure much more accurate positioning of the filaments relative to the

(Continued on page 579)



A.E.C. IN LISBON

In Lisbon they put their trust in fine British automobile engineering. There are three hundred single and double decker A.E.C. buses in service in the city, and many hundreds of other A.E.C. goods and passenger vehicles are hard at work in the gruelling conditions of Portugal's mountainous interior. In common with their British counterparts, and with operators all over the world, Portuguese users say: *for superb on the spot servicing . . . and for more dependable miles on the road there is no finer investment than A.E.C.!*



**For that EXTRA
margin of quality
reliability and service**

A.E.C. LIMITED • SOUTHALL • MIDDLESEX

CV657



B.R.S. know it all from A1 to B6480

A1 from London to Edinburgh, B6480 from Hornby to Clapham (Yorks.), and B.R.S. know all the others in between. Because B.R.S. are national and local. Your own B.R.S. manager knows his area like his own back garden. It's his business to know about transport and how it can help you. What's

your problem? Urgent deliveries? An extra-special load? He can lay on an extra-special vehicle (easy—with the biggest road haulage fleet in the country to choose from) and route it so it gets there quickly and safely. All you have to do is to reach for the 'phone book. British Road Services will do the rest.

**Any load, anywhere, any time—ring
BRITISH ROAD SERVICES**

reflector, the reflectivity itself being almost the same as that of the pre-focus-bulb lamp except that the reflector area is slightly greater because of the absence of a hole in the centre of the reflector where the bulb fitting of the earlier type is located.

The sealed-beam lamp has been criticized on the grounds that failure of one filament involves replacement of the complete unit, because the all-glass, sealed lamp is, in effect, a large bulb and must be more expensive to replace than the old type of pre-focused bulb. However, the completely sealed lamp promises to have a better life than that of a pre-focused bulb, and in any case the easily recognized improvement in the quality of the light emitted is in itself well worth the extra cost of replacement.

The 7-in., all-glass lamp has a 60W. main beam and a 45W. dipped beam (at 12.8v.), compared with 55W. and 44W. respectively given by the metal-backed lamp with pre-focused bulb. These figures alone show the progress that has been made since the war, lamps being produced about 15 years ago giving 42W. on main beam and 36W. when dipped, these figures gradually rising to 50W. and 40W. respectively up to the introduction of the pre-focused-bulb unit.

The all-glass lamp has an aluminized glass reflector and the complete unit is gas filled after precision location of the two filaments. Thus the reflecting surface is permanently protected from both the weather and inquisitive fingers, and since there is no separate bulb which could blacken with age, high light output is maintained throughout the life of the lamp.

A filament shield is incorporated to reduce the upward spread of the beam, and this is found to be of advantage in misty or hazy conditions, whilst—and this is the main point of the design—the control that can be exercised over the location of the filaments ensures both concentration and distribution of the components of the beam exactly where they are needed, under both dipped and main-beam conditions.

More Light, Less Glare

Thus, on main beam, the range of vision is greater than that obtainable with the pre-focused-bulb lamp, whilst when dipped the beam gives a greater range along the near-side kerb, improved distribution immediately in front of the vehicle, and less glaring light above the horizontal to the off-side, and therefore less annoyance to oncoming drivers.

The advent of this type of lamp has brought with it the need for more accurate aiming, but at the same time it has enabled aiming procedures to be simplified. Whereas with earlier lamps an optical aimer was essential, because of variations in the relative positions of the filaments and the reflector, the fixed relationship of these items in the all-glass unit makes it possible to use a mechanical aimer working from the outer face of the lens, three aiming "pads" being incorporated in the design of the lens for this purpose.

The all-glass, sealed-beam lamp is not running unopposed, however. Even before its introduction on British vehicles, systems embodying four headlamps, working in pairs, had established a foothold. As with many other aspects of the British automotive industry, commercial-vehicle manufacturers were ahead of the private-car designers in the use of these, the then Guy Motors, Ltd., and E.R.F., Ltd., together with several passenger-body manufacturers, having made use of this equipment as far back as 1958.

With the four-headlamp system there is a pair of complementary lamps on each side of the vehicle. The lamps forming a pair can be either side by side, one above the other or positioned diagonally, the important thing being that there is one of each type on each side.

The lamps used in this system are metal-backed, sealed-beam units containing individually focused, soldered-in

bulbs. It is not improbable that at some time in the near future all-glass, sealed lamps will be employed, the present types not being suitable for several reasons, one of which is that the paired lamps have a diameter of $5\frac{1}{2}$ in., compared with the 7 in. of the single units.

One of each pair of lamps contains double filaments: these give a 50W. dipped beam or a $37\frac{1}{2}$ W. main beam. The other lamp has a single filament, which again gives a $37\frac{1}{2}$ W. main beam with 12v. systems and 50W. with 24v. In the case of side-by-side layouts the single-filament lamps are positioned inboard of the twin-filament units.

In operation all four lamps are employed to produce the main beam, the combination totalling 150W. (or 175W. on 24v. vehicles), compared with the total of 120W. available from two all-glass, sealed-beam lamps. For the dipped



Carello paired headlamps used on an Italian Orlandi coach.

beam the two single-filament lamps are extinguished, and the two 50W. filaments of the other lamps are employed, giving a total output of 100W.

The advantages of this system are obvious, and become even more so to anyone driving behind four such lamps. On main beam the range of illumination is even greater than that afforded by the all-glass, sealed lamps, whilst on dipped beam the higher wattage available enables a longer beam to be thrown along the near-side kerb without increasing the scatter of light to the off-side.

A later development, introduced at this year's London Motor Show, has been the "mixed," four-headlamp system which consists of two 7-in.-diameter, double-filament lamps paired with two $5\frac{1}{2}$ -in.-diameter, single-filament units. This layout has been developed to give higher lighting efficiency when on the dipped beam because the 7-in. lamp gives better light-flux collection—22 per cent. greater than that of the $5\frac{1}{2}$ -in. unit—coupled with the fact that the 7-in. lamp can offer better control of the dipped beam. At the moment the normal, 7-in. unit is being used, but a true four-headlamp, 7-in. double-filament unit will be made.

Greater dipped-beam efficiency can be obtained despite the fact that the 7-in. lamp produces only a 45W. dipped beam, compared with the 50W. beam given by a $5\frac{1}{2}$ -in. unit. However, in the near future the power of the dipped beam of the 7-in. lamp is to be raised to 50W., and the lighting efficiency of the unit should then be a clear 20 per cent. above that of the current $5\frac{1}{2}$ -in. product.

There seems to be no earthly reason, therefore, for drivers to cling to their auxiliary lamps once either of these two new headlamp systems become universal equipment, except when driving in fog or possibly falling snow. If the new installations can dissuade drivers from their perpetual use of dazzling pencil beams and the like, they and their fellow users of British roads should have due cause to be thankful for the efforts of British lighting engineers.

In any case, the increasing speeds of heavy vehicles are making the solo use of even the most powerful auxiliary lamps foolhardy: drivers will in time find themselves having to "Use their heads."

Expansion Trends in Haulage

Large Unilever Bids

TWO large groups apply for B licence facilities this week. Unilever, Ltd., seek 20 vehicles in the Eastern and East Midland Areas, while Securicor request more armoured vans in the Metropolitan.

Licence "switches" are listed below:

Contract A to A: East Midland: Dykes Brothers, Littlemore. **South Wales:** H. G. Priddle, Bridgend. **Western:** R. A. Jones, Kingswood (Bristol). **Metropolitan:** F. Childs and Son, Ltd., Hoddesdon, Herts.

Contract A to B lic.: Scottish (North): Robert Anderson, Tillicoultry. **North Western:** D. Livingstone, Glossop; J.

Sherlock, Rochdale; Kelly Brothers (Buckley), Ltd., Buckley. **East Midland:** R. Ross, Mansfield. **Eastern:** S. John, Bedford; John W. Taylor (Ailsworth), Ltd., Ailsworth. **Metropolitan:** S. B. Anstee, Beckenham. Gayfew Transport, Ltd., S.W.8.

C lic. to B lic.: Northern: P. and R. G. Tulip, Crook. **North Western:** Sunbow, Ltd., Birkenhead; Mersey Lime Exporters, Ltd., Liverpool. **East Midland:** M. Burness, Bicester. **Western:** J. Fyall, Bath.

SCOTTISH (NORTH)

Applications

SN 11/11/1.—**Alister E. T. Taylor**, Dundee, new B lic., 1 T. (3½t). Building mats, within 35 miles.

SN 11/11/2.—**County Supply Store**, Perth, new B lic., 1 veh. (2½t). Household removals in Scotland and England.

SN 11/11/3.—**Charles M. Deans**, Perth, new B lic., 1 veh. (1t). Rubbish, scrap and old furniture, within 50 miles.

SN 11/11/4.—**Peter M. Barlow**, Dundee, new B lic., 1 T. (8½t). Excavated mat., building mat. and plant and towage of limespreaders, all within 35 miles.

SN 11/11/5.—**Robert Anderson**, Tillicoultry, new B lic., 1 T. (3½t). Goods for Arndean Sand and Gravel Co., Ltd., Arndean, Dollar, Balmule Quarry Co., Ltd., Ross Street, Dunfermline and Banavie Quarry Co., Ltd., Arndean, Dollar, in the Forth-Clyde area. (If granted, Contract A lic. will be surrendered.)

SN 11/11/6.—**Anthony A. Hingley**, Alloa, new B lic., 1 veh. (3½t). Goods (excluding livestock) within 50 miles.

SN 11/11/7.—**R. and J. Cuning**, Ballingry, new B lic., 1 veh. (2½t). Building mat., within 50 miles.

SN 11/11/8.—**A. M. Donald (Plant)**, Ltd., Aberdeen, new B lic., 2 T. (8t). Excavated mats, to and from building and road construction sites within 50 miles.

SN 11/11/9.—**A. and C. McLennan**, Spittalfield, B var., add 1 art. (8½t) (car transporter).

SCOTTISH (SOUTH)

Applications

SS 11/11/1.—**Road Services (Caledonian)**, Ltd., Abington, new A lic., 4 arts. (29t) (includes four met containers (8t)). Fresh meat to London from Southern Scottish Traffic Area.

SS 11/11/2.—**Thomas Mullen**, West Calder, A var., add 1 veh. (4t).

SS 11/11/3.—**John Millar and Sons**, Edinburgh, A var., add 1 veh. (5½t).

SS 11/11/4.—**M. R. Clark and Sons**, Kirkcubright, A var., add 1 veh. (3½t).

SS 11/11/5.—**John Marshall and Son (Glasgow)**, Ltd., A var., add 1 veh. (3t).

SS 11/11/6.—**Security Services (Scotland)**, Ltd., Edinburgh, new B lic., 2 hired veh. (3½t). Cash and valuables within 20 miles, south of Firth of Forth.

SS 11/11/7.—**P. Moran and Sons, Ltd.**, Edinburgh, new B lic., 1 veh. (3½t). Building mats, and soil within 35 miles.

SS 11/11/8.—**William J. Simpson**, Duns, new B lic., 1 veh. (2½t). Farm produce within 50 miles.

SS 11/11/9.—**Robert G. Muir**, Ayr, new B lic., 1 veh. (1½t). Towing of caravans from any site within 30 miles to any place in G.B.; towing of new caravans from manufacturers in G.B. for delivery within Ayrshire.

SS 11/11/10.—**Wm. Drain and Sons**, Dronagan, by Ayr, new B lic., 1 veh. (3½t). Milk for Scottish Milk Marketing Board, within 60 miles.

SS 11/11/11.—**A. W. and G. Millar (Brothers)**, Ltd., Edinburgh, B var., add 2 veh. (8t).

SS 11/11/12.—**John J. Kane**, Salsburgh, B var., 2 veh. (17½t) in place of 2 veh. (8t). Road and building mats, (ceramic) within 25 miles, with extension of firelay (ceramic) to areas within 19 miles of Newcastle and to the Sheffield and Wrexham areas and return loads of lime and dolomite from the areas within 10 miles of Newcastle and return loads from the Sheffield, Wrexham and Stockton-on-Tees areas.

SS 11/11/13.—**Watkin Bros.**, Glasgow, B var., add 3 veh. (12t).

B30

NORTHERN

Applications

N 14/11/1.—**Dixon Bros.**, Carlisle, A var., add 1 veh. (3t 18c).

N 14/11/2.—**W. White (Transport Services)**, Ltd., Tow Law, A var., add 3 veh. (16t 2s). Goods for Tynce Timber and Veneers, Ltd., and Tynce Board Co., Ltd., as required and return loads.

N 14/11/3.—**P. and R. G. Tulip**, Crook, new B lic., 1 veh. (2t 3c). Furniture and light goods, etc., within 15 miles. (Veh. at present specified in applicants' C lic.)

NORTH WESTERN

Applications

NW 10/11/1.—**J. and D. E. Crook**, Atherton, new A lic., 1 veh. (4½t) (flat/tipper). G.g.; G.B.

NW 10/11/2.—**W. R. Wilson (Transport)**, Ltd., Manchester, A var., add 2 veh. (8t).

NW 10/11/3.—**B.R.S. (Pickfords)**, Ltd., Urmston, A var., add 1 veh. (9t) (tank). (If granted veh. will be deleted from A lic. in Yorkshire Area.)

NW 10/11/4.—**Gaskell Bros.**, Ashton-in-Makerfield, new B lic., 3 veh. (1½t). Opencast coal, road and building mats, within 20 miles. (If granted, three vehs. will be deleted from Contract A lic.)

NW 10/11/5.—**Sunbow, Ltd.**, Birkenhead, new B lic., 1 veh. (1½t). Paints, varnishes, soap and disinfectant, chandlery and allied lines for associated companies; James Dunkin and Son, Ltd., Byers, Riley and Co., Ltd., within 150 miles of Liverpool. (Veh. specified in C lic.)

NW 10/11/6.—**P. and A. Carriers**, Blackburn, new B lic., 1 veh. (1½t). Parcel delivery service within 50 miles.

NW 10/11/7.—**J. G. Roberts**, Corwen, new B lic., 1 veh. (4t). Carriage of round timber from woodland sites to Merseyside, Manchester and Midland areas.

NW 10/11/8.—**D. Livingstone**, Glossop, new B lic., 2 T. (9t). Solid fuel, scrap metal within 200 miles; ashes and rubbish within 10 miles. (Veh. at present authorized in Contract A lic.)

NW 10/11/9.—**C. M. Evans**, Liverpool, new B lic., 2 veh. (6t). G.g.; 15 miles.

NW 10/11/10.—**Glanwin Upholstery Co., Ltd.**, Liverpool, new B lic., 2 veh. (4½t). Furniture; Lancashire and North Wales, and once a month as required.

NW 10/11/11.—**L. Kelly**, Liverpool, new B lic., 2 veh. (7t). G.g.; within 15 miles.

NW 10/11/12.—**G. J. McQuade and F. J. Jones**, Liverpool, new B lic., 1 veh. (2½t). Steel, wood, machinery, rubbish, copper, brass, lead, metals, slate within 25 miles.

NW 10/11/13.—**Mersey Lime Exporters, Ltd.**, Liverpool, new B lic., 2 T. (8½t). Steel drums for subsidiary company, R. R. Gray, Ltd., within 50 miles. (Veh. at present specified in C lic.)

NW 10/11/14.—**J. Sherlock**, Rochdale, new B lic., 1 veh. (3½t). Coke for Phillip Stott and Co. (Newhey) from the colliery near Barnsley to the customers of Phillip Stott and Co., within 50 miles. (Veh. at present authorized in Contract A lic.)

NW 10/11/15.—**Kelly Bros. (Buckley)**, Ltd., B var., add 1 veh. (4t). Goods for H. J. Heinz Co., Ltd., as required, and general refractories as required, and Castle Fire Brick Co., Ltd., within 40 miles. (Veh. at present specified in Contract A lic.)

NW 10/11/16.—**Isherwood and Co., Ltd.**, Warrington, B var., add 1 veh. (3½t). To be used only when any veh. authorized in A, Contract A or B lic. has been temporarily withdrawn for overhaul or repair.

CONTRACTIONS: add, additional; agric., agricultural; arc., arcuated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

EAST MIDLAND

Applications

EM 15/11/1.—**Dykes Bros.**, Littlemore, A var., add 1 veh. (7t 13c) and 1 art. (6t 18c). Goods for Creden Concrete Co., Ltd., G.B. and paper and agric. goods within 250 miles. (If granted, Contract A lic. will be surrendered.)

EM 15/11/2.—**M. Furness**, Bicester, new B lic., 1 veh. (14c). Newspapers, periodicals, books, stationery, toys and sundry allied goods on behalf of W. H. Smith and Sons, Ltd., within a radius of 15 miles of Oxford. (Veh. at present specified in C lic.)

EM 15/11/3.—**F. W. Allen**, Bouton, new B lic., 1 veh. (4t). Agric. requisites, lmc, co-n, beet within 25 miles.

EM 15/11/4.—**M. C. Baldry**, Leighton Buzzard, new B lic., 3 veh. (9t 4c). Lime for the Dunstable Valley Lime Co., Ltd., and bricks for the London Brick Co., Ltd., within 25 miles.

EM 15/11/5.—**Unilever, Ltd.**, Lincoln, new B lic., 3 veh. (10t 3c). Distribution of consumer goods from Lincoln and any goods returned to warehouse within 50 miles.

EM 15/11/6.—**R. J. Ross**, Mansfield, new B lic., 1 veh. (4½t). Building and road making mats, within 150 miles. (If granted, Contract A lic. will be surrendered.)

EM 15/11/7.—**J. Melland**, Monash, new B lic., 1 veh. (3t 12c). Building and road making mats, and plant, silica, sand, agric. produce and requisites within 25 miles.

EM 15/11/8.—**Securicor (Midlands)**, Ltd., Nottingham, new B lic., 2 Hiring Allowances (3t 4c). Cash and valuables within 15 miles.

EM 15/11/9.—**G. and C. (Clasby)**, Ltd., North Kelsey, new B lic., 1 veh. (4t 7c). For use only when any other authorized veh. is withdrawn from service for overhaul or repair.

EM 15/11/10.—**Unilever, Ltd.**, Nottingham, new B lic., 4 veh. (13t 12c). Distribution of consumer goods from Nottingham and any goods returned to warehouse, within 40 miles.

EM 15/11/11.—**Moore's Transport (Ashby)**, Ltd., Ashby-de-la-Zouch, B var., add 1 art. (6t 17c). Goods within 15 miles.

EM 15/11/12.—**Modds Transport, Ltd.**, Colsterworth, B var., add 2 veh. (7t 4c). Lime, ashes, soil, building and road making mats, within 25 miles.

EM 15/11/13.—**Dykes Bros.**, Littlemore, B var., add 1 art. (5t 1c). Goods for Creden Concrete Co., Ltd., only in G.B.

EM 15/11/14.—**Midland Motor Co. (Notting.)**, Ltd., Nottingham, B var., add 2 veh. (6½t). To be used only when any authorized veh. is withdrawn from service for overhaul or repair.

EASTERN

Applications

E 13/11/1.—**B. H. King**, Kempston, new A lic., 1 veh. (3½t). Mushrooms and flowers and other horticultural produce for A. G. Linfield, Ltd., from Sussex to the Midlands and North West England.

E 13/11/2.—**British Road Services, Ltd.**, Bury St. Edmunds, new A lic., 4 veh. (12½t). G.g.; G.B.

E 13/11/3.—**D. J. R. Ashwell**, Blunham, A var., add 1 veh. (4½t).

E 13/11/4.—**W. E. Arling**, Wisbech, A var., add 1 veh. (3½t).

E 13/11/5.—**Hamford Transport, Ltd.**, Fenstanton, A var., add 2 veh. (9½t).

E 13/11/6.—**Unilever, Ltd.**, Chelmsford, new B lic., 6 veh. (20½t). Distribution of consumer goods from Chelmsford and any goods returned to warehouse, within 50 miles.

E 13/11/7.—**Tovey Transport, Ltd.**, Cold Norton, new B lic., 2 veh. (8½t) (1 refuse collection veh. and 1 tanker). Trade waste, tools and equipment, night soil and cesspool contents, sewage, waste, refuse; Eastern Counties and East Midlands.

E 13/11/8.—**R. Monte**, Southend-on-Sea, new B lic., 1 veh. (1½t) (Land-Rover). Towing caravans; England, Scotland and Wales; return trailers to base.

E 13/11/9.—**Unilever, Ltd.**, Norwich, new B lic., 4 veh. (12t). Distribution of consumer goods from Norwich, and any goods returned to warehouse within 50 miles.

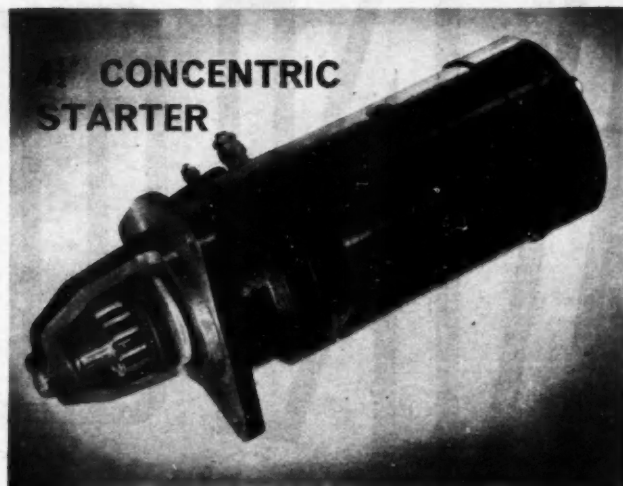
E 13/11/10.—**L. and L. J. Mitchell**, Repps, new B lic., 1 veh. (4½t). Farm requirements, agric. produce within 60 miles.

E 13/11/11.—**Unilever, Ltd.**, Peterborough, new B lic., 3 veh. (10½t). Distribution of consumer goods from Peterborough and any goods returned to warehouse within 50 miles.

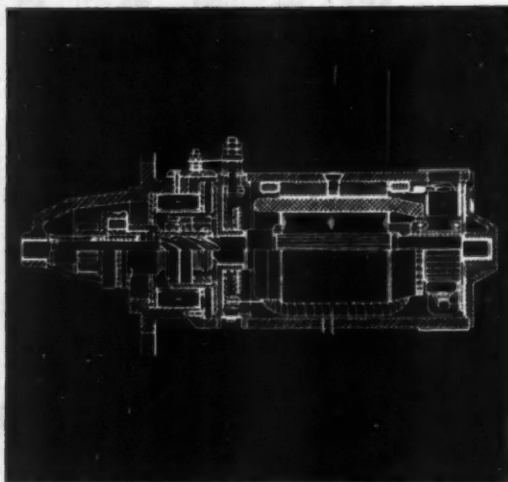
E 13/11/12.—**S. John**, Bedford, B var., add 1 veh. (6½t). Coal for Lamont and Warr, Ltd., and Vintern and Howes, Ltd., 150 miles, goods for the Eastern Gas Board as required. (If granted, veh. to be deleted from Contract A lic.) Add to existing.

(Continued on page 581)

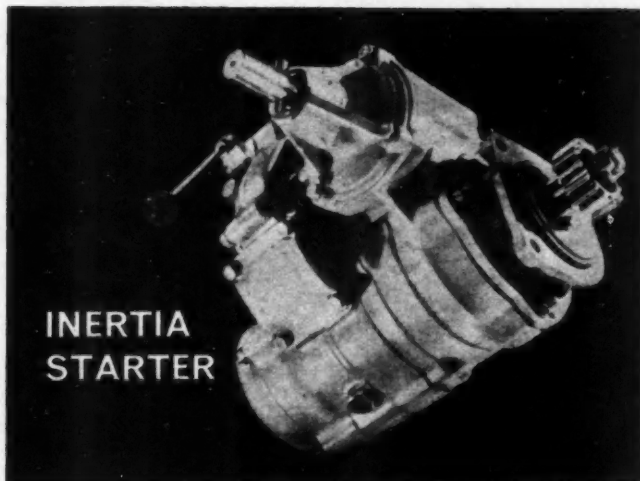
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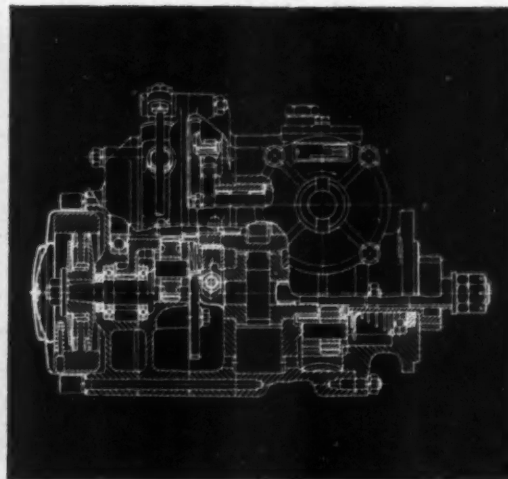
**CONCENTRIC
STARTER**



Does the work formerly done by a 5" starter; combines robustness with compactness. The cylindrical construction without projections, together with the flange mounting, make for simple installation and easy withdrawal. The pinion is positively engaged by magnetic action instead of by inertia. The starter has a freewheel pinion drive and built-in magnetic lock, and can be supplied either insulated or earth-return for 12 and 24 volt systems.



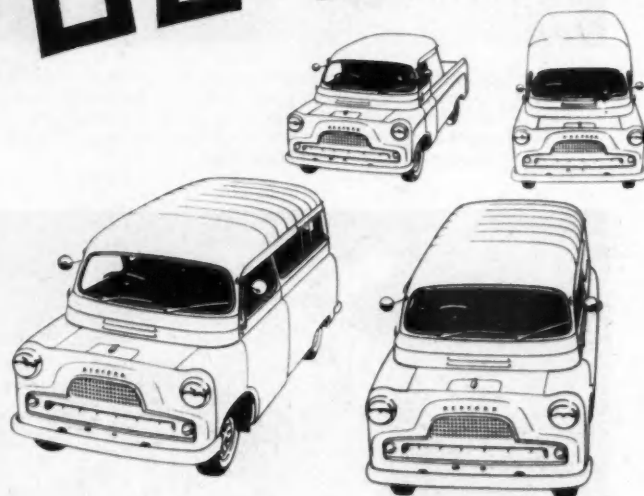
**INERTIA
STARTER**



This is a sure-fire starter for diesels, where batteries are unreliable or inadmissible. In the tropics, for example, where, besides high temperatures, battery maintenance is often sketchy; on contractors and civil-engineering plant, which has to stand up to rough usage and some neglect; and where there is a fire risk, as in mines and refineries. Its high starting efficiency is due to a method of coupling the flywheel to the pinion which does not rely on friction clutches with their high energy losses.

VAN O

INVITATION



Go and see it: the special Vanorama show of new and used Bedford vans which Bedford dealers are displaying in their showrooms. Then ask yourself: what's the success secret of the Bedford van? **ANSWER:** Fitness for purpose in all branches of trade. For loading, carrying, delivering of every type, in all road and traffic conditions, there is no van to equal a Bedford.

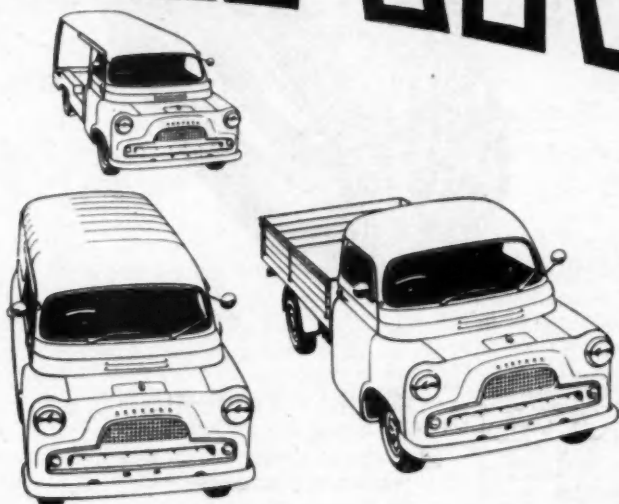
THE BEDFORD VAN

THIS IS WHY OPERATORS BUY 'EM. WHY DRIVERS LOVE 'EM

- | | |
|------------------------|---------------------------------|
| ★ Low first cost | ★ Ease of entry and exit |
| ★ Economy of operation | ★ Ease of loading and unloading |
| ★ Low depreciation | ★ Ease of driving |
| ★ High resale value | ★ Ease of parking |

TO BEDFORD

RAMA



200,000 x 9 YEARS' PROOF The basic design of the Bedford van has been refined and improved through the past nine years. More than 200,000 are working on the roads today.

A VAN FOR EVERY LOAD—A BODY FOR EVERY PURPOSE

Two capacities (10/12 cwt. and 15 cwt.). Two wheelbases. Petrol or Diesel power — and **WONDERFUL VALUE FOR MONEY.** 10/12 cwt. van £450.

Prices include spare wheel and tyre. Finished inside and out in attractive standard colours only £15. 10. 0 extra.

Watch out for the special Bedford VANORAMA show of new & used vans at your local Bedford dealer's

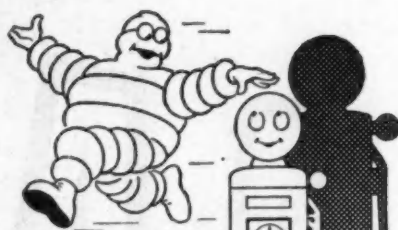
VAUXHALL MOTORS LTD., LUTON, BEDFORDSHIRE

**5% to 15% more
miles per gallon**

with

MICHELIN

'X' TYRES



Under R.A.C. surveillance
fuel consumption tests have been carried out
with different types of vehicles from small
cars to large coaches and lorries.

In every case the tests have shown an
improvement in miles per gallon with Michelin 'X'
ranging from 5% to 15%.

Here are a few examples:—

Date of trial	Type of vehicle tested	Distance covered by test vehicles with equal amounts of fuel		Extra distance covered on 'X' tyres
		—on ordinary tyres	—on 'X' tyres	
Feb. 1961	5-ton lorry (flat) Diesel engine	271.0 miles	313.1 miles	42.1 miles
Mar. 1961	997cc. Saloon car	398.0 "	431.6 "	33.6 "
Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1'489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance.

**You get twice the comfort, twice the grip, twice the mileage —
and you save fuel with Michelin 'X' tyres**

For further details please write to "Fuel Saving" Michelin Tyre Co. Ltd., 81 Fulham Road, London S.W.3.

conditions attached to 3 veh. (12). Coal for Lamont and Warr, Ltd., and Vintner and Howes, Ltd., 150 miles.

E 13/11/13.—C.A.C. Transport, Ltd., Cambridge. B var., add 5 veh. (10½).

E 13/11/14.—L. R. Burrows, Norwich. B var., add 1 veh. (4). Building mats, within 25 miles.

E 13/11/15.—A. M. and K. W. Fillingham, West Walton. B var., add 1 veh. (6½).

E 13/11/16.—John W. Taylor (Allworth), Ltd., B var., add 4 veh. (28). Solid fuels for Alexander Beeby and Son, Ltd., Peterborough; grain in bulk for E. Bradshaw and Sons (Perio), Ltd., within 150 miles. (If granted, vehs. will be deleted from Contract A lic.)

E 13/11/17.—R. and R. S. Pye, Elmwell. B var., add 1 veh. (7). (tractor) and 1 trl. (5) (timber trl.).

WESTERN

Applications

W 14/11/1.—R. A. Jones, Kingswood. new A lic., 2 veh. (7½). G.s. mainly engineering products, any distance. (Vehs. at present specified in Contract A lic.)

W 14/11/2.—W. A. Moore, Upton Cross, new A lic., 1 veh. (2½). G.s. G.B.

W 14/11/3.—R. and W. Feby and Sons, Ltd., Chipping Sodbury. A var., add 2 veh. (16). To be used solely in replacement of any veh. which is off the road under repair or maintenance.

W 14/11/4.—British Road Services, Ltd., Salisbury. A var., add 1 veh. (3). G.s. G.B. (Veh. at present specified in A lic. issued in the South Eastern Area.)

W 14/11/5.—J. Fynll, Bath. new B lic., 1 veh. (16). Nursery goods within 10 miles. (Veh. is at present specified in C lic.)

W 14/11/6.—Elloit Bros., Uley. B var., add 1 veh. (2½). Timber, builders' plant and mats, scrap steel and steel fabrications within 100 miles, other goods within 20 miles.

METROPOLITAN

Applications

M 9/11/1.—Seawell Transport Co., Ltd., E.2. new A lic., 1 veh. (4½). G.s. G.B.

M 9/11/2.—J. Symes, S.E.17. A var., add 1 veh. (3½). Mainly ironwork, castings, machinery and general, within 50 miles and all Dorset.

M 9/11/3.—S. B. Anstee, Beckenham. new B lic., 2 veh. (7) (Box Vans). Sugar and chocolate confectionery and raw mats, for Rees and Gardner and their associated companies; empty jars and containers on return, within 125 miles. (If granted Contract A lic. will be surrendered.)

M 9/11/4.—E. J. Brady, E.2. new B lic., 4 T. (28½). Building mats, earth moving and site clearance, within 25 miles.

M 9/11/5.—A. W. J. Eames, Chesham. new B lic., 1 T. (3½). Hardcore, earth, coal, within 75 miles.

M 9/11/6.—H. S. Hatcher and A. C. Butt, Billericay. new B lic., 1 veh. (2½). Building mats, within 50 miles.

M 9/11/7.—J. Nebbett, Ltd., S.W.18. new B lic., 1 T. (3½). Rubbish and refuse, within 25 miles.

M 9/11/8.—Securicor (Southern), Ltd., Harlow. new B lic., 2 veh. (3½) (Armoured Vans) (to be hired). Cash and valuables, those parts of Essex within 20 miles and parts of Hertfordshire within 10 miles of Harlow.

M 9/11/9.—T. and J. Transport, S.E.15. new B lic., 1 T. (3½) and 1 veh. (4). Paving and kerb stones, garden edging and aggregates, within 50 miles of Lewisham Clock Tower.

M 9/11/10.—Armoured Car Co., Ltd., Cranford. B var., add 3 veh. (3½) (Armoured Vans). Cash and payroll moneys, within 40 miles.

M 9/11/11.—Boxhill Caravan Towing Service, Tadworth. B var., add 1 art. (4½). Towing and carrying caravans, caravan accessories and personal luggage and effects for owners or hirers of the caravan, collected and delivered within 250 miles, excluding caravans for manufacturers.

M 9/11/12.—C. Fisher, N.1. B var., add 1 veh. (2½). To be used as a substitute when veh. specified on A or B lic. are withdrawn from service for maintenance, repair or overhaul.

M 9/11/13.—G.L.S. Transport, N.20. B var., add 1 veh. (3½). To replace any veh. authorized on A or Contract A lic. whilst broken down or undergoing repair.

M 9/11/14.—Gayfey Transport, Ltd., S.W.8. add 1 veh. (1). Printing mats, books, stationery for Marshall, Morgan and Scott, Ltd., and subsidiary companies, Elephants, Ltd., Purnells and Sons, Ltd., and C.S.S.M. of 1 Portpool Lane, E.C.1, within 35 miles. (If granted Contract A lic. will be surrendered.)

M 9/11/15.—L.A.S. Transport Co., Ltd., Heston. B var., add 1 veh. (1½) (Truck). G.s. to and from London Airport for export and import, within 45 miles of Heston Aerodrome.

M 9/11/16.—Poulney's Granite, Sand and Ballast Co., Ltd., Charlton. B var., add 1 T. (4).

M 9/11/17.—Securicor, Ltd., S.W.3. B var., add 2 veh. (3½) (Armoured Vans) (to be hired).

M 9/11/18.—Victoria Garage, S.E.3. B var., add 2 T. (7). Road-making mats, within 60 miles.

M 16/11/19.—F. Childs and Son, Ltd., Hoddeston, Herts. A var., add 3 veh. (10½). Mainly fruit, concrete, timber, animal feeding stuffs, straw and engineering plant; normally within 200 miles with occasional longer journeys. (If granted Contract A lic. will be surrendered.)

M 16/11/20.—E. W. Harrington, Ltd., N.W.9. A var., add 1 veh. (6½). Scrap metal, building material and occasional other goods, London, Midlands, with occasional longer journeys.

M 16/11/21.—Apex Transport, Ltd., Barking. new B lic., 1 veh. (3½). Chemicals for F. W. Berk and Co., Ltd.; metal components for Delaney Gally, Ltd.; timber for Wm. T. Storer and Co., Ltd.; manufactured goods for Cle-Pol, Ltd.; within 25 miles.

M 16/11/22.—Securicor (Southern), Ltd., Gravesend. new B lic., 3 veh. (4½) (Armoured Vans) (to be hired). Cash, within 10 miles of Gravesend (excluding those parts north of the River Thames and excluding those parts within two miles of Rochester, one mile of Chatham and one mile of Gillingham Railway Stations).

M 16/11/23.—Securicor (Southern), Ltd., Guildford. new B lic., 2 veh. (3½) (Armoured Vans) (to be hired). Cash, those parts of Hampshire within 25 miles, and those parts of Surrey within 11 miles of Guildford.

M 16/11/24.—Securicor (Southern), Ltd., Grays. new B lic., 1 veh. (1½) (Armoured Van) (to be hired). Cash, within 10 miles of Grays (including those parts south of the River Thames).

M 16/11/25.—A. A. Cutler, Waltham Abbey. B var., add 1 veh. (2½).

SOUTH WALES

Applications

SW 15/11/1.—W. S. Thomas and Sons, Ltd., Carmarthen. A var., add 1 veh. (7½). 66½ per cent. milk—Carmarthen, Swansea and other places as required, 33½ per cent. all goods—South Wales Traffic Area.

SW 15/11/2.—F.W.T. (Row), Ltd., Monmouth. A var., add 2 art. (20). Mainly steel in long lengths—all districts in G.B.

SW 15/11/3.—H. G. Priddle, Bridgend. new B lic., 1 veh. (3½). All goods South Wales Traffic Area, Bristol and Gloucester. (If granted, Contract A lic. will be surrendered.)

SW 15/11/4.—A. C. Beresford and Sons, Ltd., Cardiff. new B lic., 1 veh. (3). Casualty animals for slaughter within 60 miles.

SW 15/11/5.—A. T. Chivers, Aberzavenny. P var., add 5 T. (17), 1 art. (1½) and 1 trl. (1). Goods for Richard Thomas and Baldwins, Ltd., Ebbw Vale, as required.

SW 15/11/6.—Williams Bros. (Cross Hand), Ltd., Llanelly. B var., add 3 T. (13½). Quarried mats, lime to farms, excavation work and coal within 50 miles of Cross Hands. (To be used as maintenance vehs. only.)

Licence Switch Refused

OBJECTORS to an application to switch a contract licence to an ordinary A grant complained, before the West-Midland Licensing Authority last week, that for 50 per cent. of the time they were already running part-empty. The Authority was hearing an adjourned application by Beresford Transport, Ltd., relating to five tractors and nine semi-trailers at present on contract to H. and R. Johnson, Ltd., tile manufacturers. The decision was reserved.

Mr. K. Beresford, managing director, said that, if the application was granted, most of their back loads would originate in London and from the south coast. Traffic from Johnsons was carried all over the country.

The application was opposed by four private road operators. Mr. R. G. Bassett, a director of Bassett Roadways, Ltd., said he had 19 vehicles on A licence. Fifty per cent. of the time they were not fully loaded on return journeys from London. If they were not there to collect a consignment by mid-day, somebody else had taken the traffic. He thought the Beresford application, if granted, would interfere with the traffic going between London and the Potteries. Complaints regarding return loads from London were also made by Mr. E. B. Davey, of A. and H. Davey (Roadways), Ltd. Every week about eight empty journeys were made.

C Licensee Fined For Hours Offences

IDEAL CASEMENTS (READING), LTD., of Shepherds House Lane, Earley, were fined a total of £200 with £10 10s. costs by Reading County magistrates last Friday for 25 offences under the Road Traffic Act.

Nine of the firm's drivers were fined a total of £12 10s. on a further 25 summonses.

Guilty pleas on behalf of the company and employees were entered by Mr. E. Hatch.

The drivers were charged with failing to keep records of work, driving without proper rest periods, and driving longer than the permitted period. Ideal CaseMENTS were alleged to have permitted the offences, which came to light when a

traffic examiner inspected the records. Ideal CaseMENTS had two previous convictions for offences relating to records of work and hours of driving.

On behalf of the defendants, Mr. Hatch said the firm had 44 lorries, four vans and 43 drivers. Most of them were "not particularly literate or very clever chaps" and did not find it easy to fill in forms.

Since the firm's last offence in 1960 a new transport manager had been appointed, and he introduced a simpler type of form. The records had, on the whole, been kept quite straight, but he left in April and his successor did not arrive until May. It was during that period that the offences occurred.

Records—Haulier Fined

GODFREY'S TRANSPORT, LTD., Newark, pleaded guilty at Newark on Monday to 64 allegations that they had failed to cause their drivers to keep correct records of hours worked and that they had permitted the drivers not to keep records.

They were fined £10 on one summons and granted absolute discharges on the remainder. They were also ordered to pay £18 10s. costs.

Seven of their drivers—all from

Newark—pleaded guilty to not keeping records and not taking the required number of hours' rest between each journey. They were Richard Grimes (two cases); Ronald Barton (three); Christopher Fitzgerald (13); John Proctor (15); Albert Rigby (12); Frederick Antcliffe (12) and Harry Nichols (seven).

They were each fined 10s. on one summons and granted absolute discharges on the others.

Planning for Profit

Personnel Selection

SECURITY of vehicles and their loads is currently receiving increasing attention from operators, their national associations and police authorities. As was stated at a recent conference by an inspector of the Metropolitan Police, there is no one solution to this grave problem, and the overall objective of all concerned must be an endeavour to reduce the prevalence of this type of theft.

One of the several aspects to which operators are recommended to give closer attention is the selection of personnel. Because of the seriousness of the situation, operators, who are otherwise in direct competition with one another, nevertheless realize that it is in their wider interest to exchange information as to the trustworthiness of their employees more readily than they may possibly have cared to do in the past.

Even so, the prime responsibility for interviewing staff must remain with the individual operator. It can be too readily assumed that ability in other directions—such as traffic control or engineering skill—is necessarily an asset when the selection of personnel is being undertaken.

Before an interview takes place and, indeed, before the vacancy is advertised, the employer should obviously have a clear understanding of the actual qualities required in the job to be filled. Although in many instances it may be taken for granted that these are already well known, it would nevertheless be worth while to endeavour to itemize such qualities.

IN this respect the omnibus term "driver" can cover a variety of jobs which can be substantially dissimilar although admittedly involving the driving of a motor vehicle. In one instance, for example, such an employee would look upon himself as primarily a salesman, and his ability in this direction may well add substantially to his pay packet. Moreover, the goodwill of his company may be largely in his hands, due to the fact that he may be the only direct contact the customer has with his employer. At the other end of the scale, the long-distance trunk driver, whilst not being encumbered with, say, the handling of cash and the innumerable individual require-

Replies to Readers' Questions concern Staff Recruitment, Claims for Loss of Use, Casual Hire Charges for a 7-tonner and Emergency Lighting

ments of retail customers, would especially need a high standard of physical fitness to enable him to maintain a regular scheduled run in all weather conditions, coupled with resourcefulness essential in over-night working should a breakdown occur.

It is therefore essential at the outset, when considering the filling of a vacancy, to determine the manual and mental requirements of a particular job and the relative proportion of the two. Another factor to be considered, and particularly relevant to transport operation, is the extent to which the employee will be under direct supervision or, alternatively, the proportion of time during which he will be expected to work on his own initiative. In this latter respect, there is again a distinction to be made between the driver on retail distribution and the one on long-distance work.

IN the absence of the former heavy goods vehicle driving licence, operators today have, at least to some extent, to accept the possession of a general driving licence as proof of the applicant's ability to drive. Nevertheless, many prudent operators prefer to supplement this information by arranging their own driving test. Even so, the personnel responsible for conducting such tests, for example the garage foreman or transport manager himself, invariably have other and more important duties to perform. The result is that the conducting of such tests is not always given the attention it deserves. For this reason many of the largest organizations operating their own fleets of vehicles prefer to hand over the responsibility for such tests to driving schools whose prime function is just such work, with the added advantage of absolute impartiality.

Relative to the physical fitness of the applicant, the working conditions of the job under review should be analysed as to the inherent speed, possible hazards, duration of shifts and the extent to which the employee would be working for the most time in association with other people—such as occurs when a driver is on parcels delivery—or alternatively in relative isolation as on an over-night trunk run. Thus, whereas a particular type of driver may be ideal when employed on agricultural work where relatively heavy loads have to be moved, he could prove unsatisfactory in parcels work where dexterity is essential. Similarly, it is necessary to segregate the type of driver who prefers, or alternatively dislikes, working largely on his own.

Having analysed the job to be filled, it is then necessary to make a corresponding assessment of each applicant's ability and attainment. Obviously for many types of driving job, defects in health or physique might preclude employment. In addition to whatever steps were taken to check actual driving ability on a particular vehicle which he would handle, it may also be necessary to take account of an employee's particular knowledge of an area, should this be relevant. In some types of work, such as tramping, a knowledge of potential sources of traffic in the main industrial areas, coupled with an above-average level of intelligence might be essential. Yet the man who would fill such a position admirably could

(Continued on page 583)



Bonallack and Sons, Ltd., built this light-alloy body mounted on a Karrier Bantam 2½-ton chassis for Heal and Son, Ltd. The body is built up to give a flush floor without wheelboxes and has a light-alloy shutter at the rear and two flush-folding doors on the near side. Two translucent panels are incorporated in the roof and the interior is fully lined.



Ah, this motoring. Such a careless joy. That smell of leather. That tang of exhaust. It's heady stuff. No traffic problems. The sun always shining. A happy, innocent era.



Today, rather more traffic. Rather more problems generally for those on the open road. Good reason for playing it safe and sure where you can. As in sticking to BP Diesel. BP Diesel is available at Agency sites throughout Britain. And with a Diesel Agency Card issued by Shell-Mex and B.P. Ltd your drivers can fill up with BP Diesel on credit, or cash at agency rates.

◀ THIS IS THE SIGN TO LOOK FOR

Patrician Pastry chauffeured in style by Carefree Pastry, in the 1907 Daimler TP 35. Generating 35 h.p. on four cylinders, this classic Daimler is on display at the Montagu Motor Museum.



MR. SUNSHINE



Meet the transport manager... Mr Sunshine since he suggested his firm take their transport to Smith Motors. They did, and transport troubles disappeared like a sports car up the M1. SM, he found, were a garage extraordinary. Sound servicing he had expected, but the remarkable knowledge of SM's 200 engineers about all things on wheels was something he had never experienced before. The way SM had £200,000's worth of B.M.C. spares at their fingertips. The way SM breakdown lorries and delivery vans would go any where, anytime. Nowhere before had he found know-how and service like this. But, come and see for yourself. See SM's new commercial and private vehicle showroom ...33,000 square feet for **AUSTIN** and **MORRIS**. See SM for your trucks, vans or cars- a fleet or a few.

SMITH MOTORS FOR COMMERCIAL VEHICLES, SERVICE & SPARES

SHOWROOMS AND WORKS AT HIGH ROAD, GOODMAYES, ILFORD, ESSEX — TELEPHONE SEVEN KINGS 6000 — (30 LINES)

prove unsatisfactory in a more routine job, involving routine deliveries restricted to a local area.

On analysis, therefore, it becomes evident that although the general term "driver" may be used, the actual work involved in superficially similar jobs necessitating the use of a motor vehicle can be quite different. Because labour constitutes such a high proportion of transport costs, it is particularly essential that "square pegs" should not be fitted into "round holes." To avoid this costly error it is essential first to evaluate correctly each particular driving job and then, so far as modern employment conditions permit, select the most suitable applicant.

A WEST COUNTRY reader states that shortly after taking delivery of a 10-ton six-wheeler it was involved in an accident for which the other party admitted liability. The vehicle was off the road for approximately one month, but on submission of his claim for loss of use the amount was disputed by the insurance company of the other operator. The reader asks for an appraisal of the position in such circumstances.

At the outset it should be stated that whilst *The Commercial Motor* offers advice about the general principles of commercial vehicle costing and the legal aspects of transport operation, it is not possible to take sides in any issue such as arises in this case. In this, and any similar instance, where a party is at variance with an insurance company relative to a claim and is unable to obtain satisfaction himself or through his insurance broker, it is advisable to obtain the services of a solicitor if the operator considers he has a good case—and preferably an advocate who has a wide and specialized knowledge of road transport.

In normal circumstances, where a commercial vehicle is put off the road because of an accident for which the driver was not in any way responsible, any claim for subsequent damages would first include the actual cost of repairs. Additionally, the standing costs (i.e., licences, wages, rent and rates, insurance and interest) would also continue and have to be met throughout the period the vehicle was off the road, and should be included in the claim for loss of use.

In the case of a professional haulier operating for hire or reward, there would also be justifiable grounds for claiming for loss of earnings during that period. This amount could be fairly assessed by comparison between a similar period immediately prior to the accident. In this particular case, however, no such records were available because of a change of type of vehicle. It would, however, be possible to obtain the average earnings over a corresponding period in respect of the vehicle which was replaced. In the absence of any other comparable data, it should then be possible to arrive at an acceptable assessment by an adjustment relative to the variation in the carrying capacity of the two vehicles.

If, on the other hand, the vehicle is operated under a C licence the earnings of the vehicle would not arise relative to a claim for loss of use, or at least not in the same manner as with the professional haulier. The C-licence operator in such a situation would presumably still need to move goods where and when he required, and, in order to do so, would have to hire a replacement vehicle. In contrast to the professional haulier who would add his loss of earnings to his claim, the ancillary user would make a claim for hire charges, in addition to the repairs of his own vehicle and the standing cost which would continue during the period of repair.

Relative to individual circumstances there may be exceptions as concerns the item of wages. Strictly speaking, whilst the operator's vehicle was off the road it might be claimed that the driver would be stood off, but under modern employment conditions this might not be a practical proposition. Where, however, a vehicle was hired it may well be that the operator's own man would be employed to drive it, in which event this cost would not be included along with the other four items of standing costs in respect of the vehicle under repair.

A Scottish reader asks for guidance as to the likely operating cost of a diesel-engined 7-tonner, and adds that his prospective customer may only require the vehicle occasionally.

As emphasized in "*The Commercial Motor*" Tables of

Operating Costs, the two elements of transport operation—time and mileage—are reflected in the division of operating costs as between standing and running costs.

This division is of vital concern to the prosperity of the road transport operator. Thus, as shown in the current edition of the tables, the recommended minimum charge per mile for a 7-ton oiler when averaging 400 miles a week is 2s. 3d. At 800 miles a week the recommended charge is 1s. 8d. per mile.

If, therefore, a quotation was made on the assumption that 800 miles per week would be averaged and that this was subsequently found to be 400, the quotation would be underestimated by 35 per cent. From this example it is apparent that it is imperative to know beforehand to what use the vehicle is to be put. If however no sound information is available on this point then the operator should provide some safeguard by making the quotation as a combination of a time-plus-mileage charge. Thus in this instance there would be a charge per hour of 10s. 1½d. plus a charge of 1s. 2½d. per mile, or 1s. 1½d. per mile if 400 miles per week or over were averaged.

There is, however, another factor to be borne in mind when preparing a quotation for the use of a vehicle involving a comparatively low mileage. As shown in the tables for the 7-ton oiler the profit for the week when operating 200 miles is shown as £4 18s. rising to £9 8s. at 800 miles a week.

EMERGENCY lighting is a subject of an inquiry from a London operator who asks for a statement as to the legal position as it now applies.

In February this year the Minister of Transport issued a draft amendment to the Road Vehicles Lighting Regulations, 1959. One of the principal proposals concerned the carriage of distinctive lamps on certain emergency and "priority" vehicles. The Minister then considered that it was important that the permissive use of such lamps should be limited to a comparatively small and well-defined range of vehicles in order to confine it to cases where the need was clearly established. Additionally it was considered necessary to place some limit on the number of such lamps which, if uncontrolled, would detract from their significance and be a possible source of confusion to drivers.

The subsequent regulations have now been issued under the title "The Road Vehicles Lighting (Amendment) Regulations, 1961," obtainable from H.M. Stationery Office, price 4d., and with an operative date as from October 19.

Briefly, exemptions to the general restriction on the display of lights on motor vehicles other than red to the rear as given in Section 2 of the Road Transport Act, 1957, are varied so as to enable ambulances and vehicles used for police, fire brigade or fire salvage purposes to carry lamps displaying a blue light to the rear and road clearance vehicles to carry lamps displaying an amber light to the rear, subject to the lamps complying with the prescribed conditions. Road clearance vehicles are also permitted to display amber reflecting surfaces facing rearwards.

S.B.

"The Commercial Motor" Tables of Operating Costs, 1961 "S.B." of "*The Commercial Motor*"

The latest edition of this standard work for road transport operators contains tables of operating costs for 5-cwt.- to 16-ton-load goods vehicles, 14- to 70-seater passenger vehicles and 1,000- to 4,000-c.c. cars.

Major changes in this edition arise from recent alterations to licence duty rates, wage scales, the new Graduated Pension and National Insurance Scheme and other items.

45th Edition 11½ × 8½ in. 64pp. Paper covers.

3s. 6d. net. (4s. 0d. postage paid.)

The Proportioning of Front-to-Rear Braking

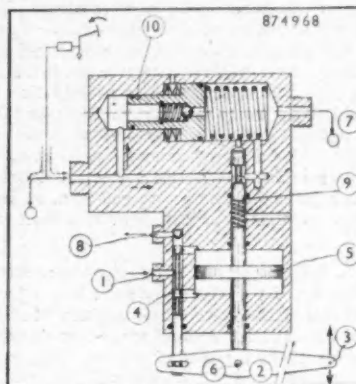
ACCORDING to patent No. 874,968, the best braking is achieved when the front and rear brakes act proportionally to the load upon their respective wheels at the instant of braking. A scheme for doing this is disclosed in the patent. (Regie Nationale des Usines Renault, 8/10 Avenue Emile Zola, Billancourt, Seine, France.)

The drawing shows the control unit employed. This is actuated by oil drawn from the lubricating circuit which circulates through inlet and outlet ports (1).

A lever (2) is connected at the end (3) to the axle casing and the unit itself is

fixed to the frame. Variations in frame height therefore move the slide-valve (4) up or down. This causes the oil-operated piston (5) to be moved by oil pressure. The movement attains equilibrium at all points because the piston-rod carries the pivot (6) of the lever.

The rear brakes (7) are normally fed through a port (8) which crosses a slide-valve (9). If, through a decrease in load, the slide valve moves to obstruct the passage, the rear-brake pressure is then diverted to the small end (10) of a differential piston. The result is to reduce the pressure in proportion to the



two diameters. Front-wheel drive vehicles are particularly in mind.

SERVO CLUTCH OPERATION

PATENT No. 875,514 comes from Clayton Dewandre Co., Ltd., Titanic Works, Lincoln, and deals with the power operation of clutches. The aim of the design is to provide a very rapid release, but to permit engagement at a controlled rate.

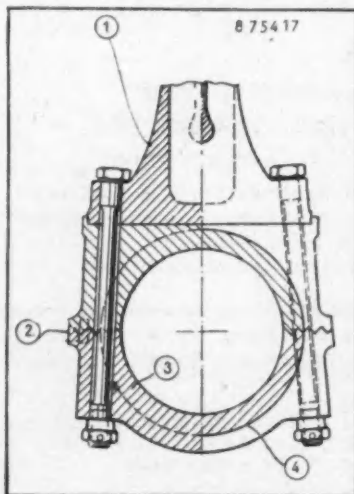
HYDRAULIC BRAKE FAILURE

PATENT No. 877,401 deals with a safety device for use with hydraulic or air brakes. It consists of a unit that will isolate any line that loses its pressure. The patent comes from H. Stevenson, 45 Queen Street, Brisbane, Australia.

BRONZE BIG-ENDS

A BIG-END bearing made entirely of high-strength bronze forms the subject of patent No. 875,417. The aim is to provide a safety surface in case the softer lining should break down and to overcome production difficulties in Vee engine connecting rods. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

As shown in the drawing, the steel connecting-rod (1) has bolted to it the halves of the bronze big-end. The mating



B40

faces are serrated (as shown at 2) and dowelled to ensure precise alignment in assembly. A lead or tin-based wearing surface is applied to the bore (3) and the running surface for an auxiliary connecting rod (4) by electro-deposition, the thickness of which is only a few thousandths of an inch.

Note the set-in of the bolts at the top; the reason for this is to reduce the overall width so that the rod can be taken out through the cylinder bore when dismantling.

SLOW-MOVING VEHICLE

PATENT No. 869,470 comes from Rover Co., Ltd., Meteor Works, Solihull, and shows a vehicle provided with an extra-low gear driven by an auxiliary engine. Its purpose is snow clearance, crop spraying, road sweeping and similar duties requiring only a crawling pace.

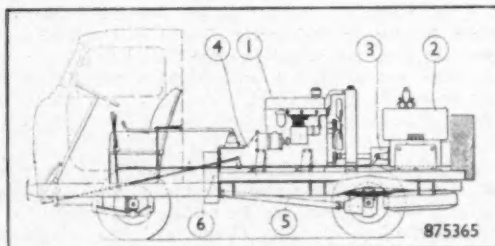
MOBILE PNEUMATIC POWER PLANT

A VEHICLE designed expressly for supplying compressed air to a working site is shown in patent No. 875,365. The novel feature is that the engine is designed to drive the compressor and the propulsion of the vehicle is only a secondary duty. (R. Clarke, 21 Raymond Road, London, S.W.19.)

The drawing shows the general layout. The engine (1) is of a type suitable for driving the compressor (2) through a dog clutch housed in the box (3).

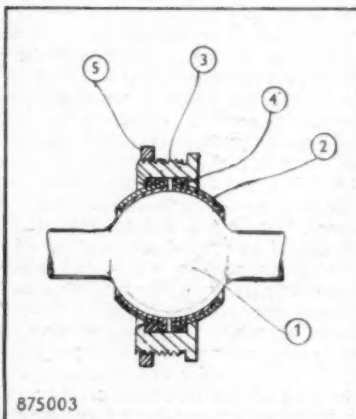
At the other end of the engine is a conventional clutch and gearbox (4) for driving the vehicle via a propeller shaft

(5). To limit the torque applied to the transmission, an intermediate gearbox (6) is used; this gives an overdrive effect. An accelerator pedal controls the engine when travelling, but when the compressor is driven a suitable governor takes charge. Interlocking devices are also described in the patent.



LOW-FRICTION BALL JOINTS

THE latest in ball-joint design is disclosed in patent No. 875,003 which deals with joints having low-friction working surfaces. The scheme is parti-



cularly suitable for use in suspension systems. (The Glacier Metal Co., Ltd., 368 Ealing Road, Alperton, Middlesex.)

The drawing shows a typical joint in which a rod projects from both sides. It comprises a steel ball (1) and a pair of part-spherical cups (2). These are held in assembly by a channel-section ring (3). Rubber rings (4) are under compression and ensure a close spherical fit.

The clamping ring is screwed on the outside and carries a ring-nut (5) for attachment to the surrounding part.

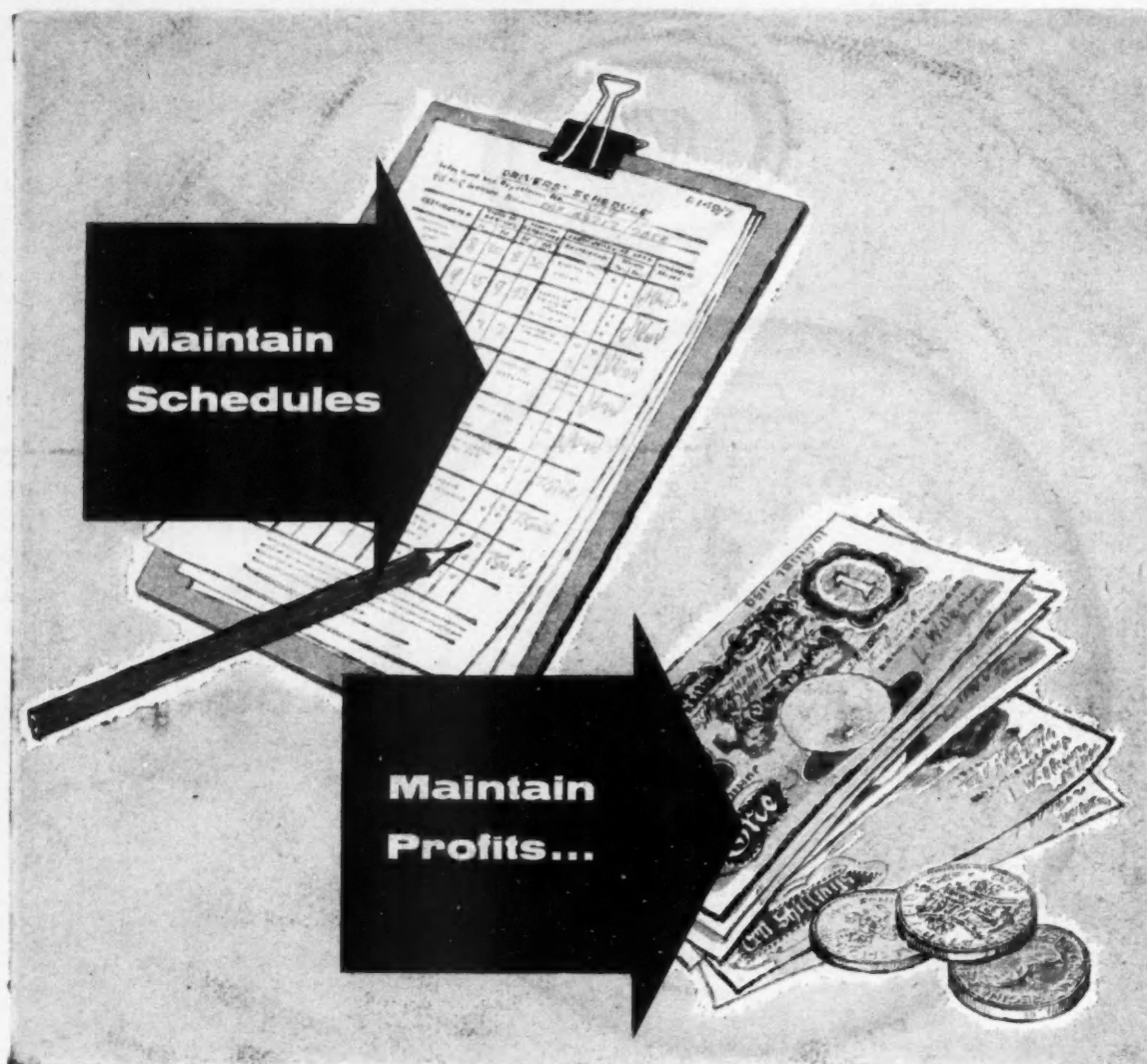


**KEEP
PACE
WITH
THE
CLOCK**



Every operator knows that with trucks or buses, time is money. Time out of action means money out of pocket. Operators know well enough the reasons for regular preventive maintenance . . . avoiding breakdown on the job and schedule-wrecking lay-ups. But some still question the amount of time and cost involved; does preventive maintenance really beat the clock; does it really make sense—and pence?

To these operators, the message on the following three pages is of special interest. They show why routine attention at the *priority points* of your vehicles does make you time and money . . . with developments in servicing by Automotive Products Company.



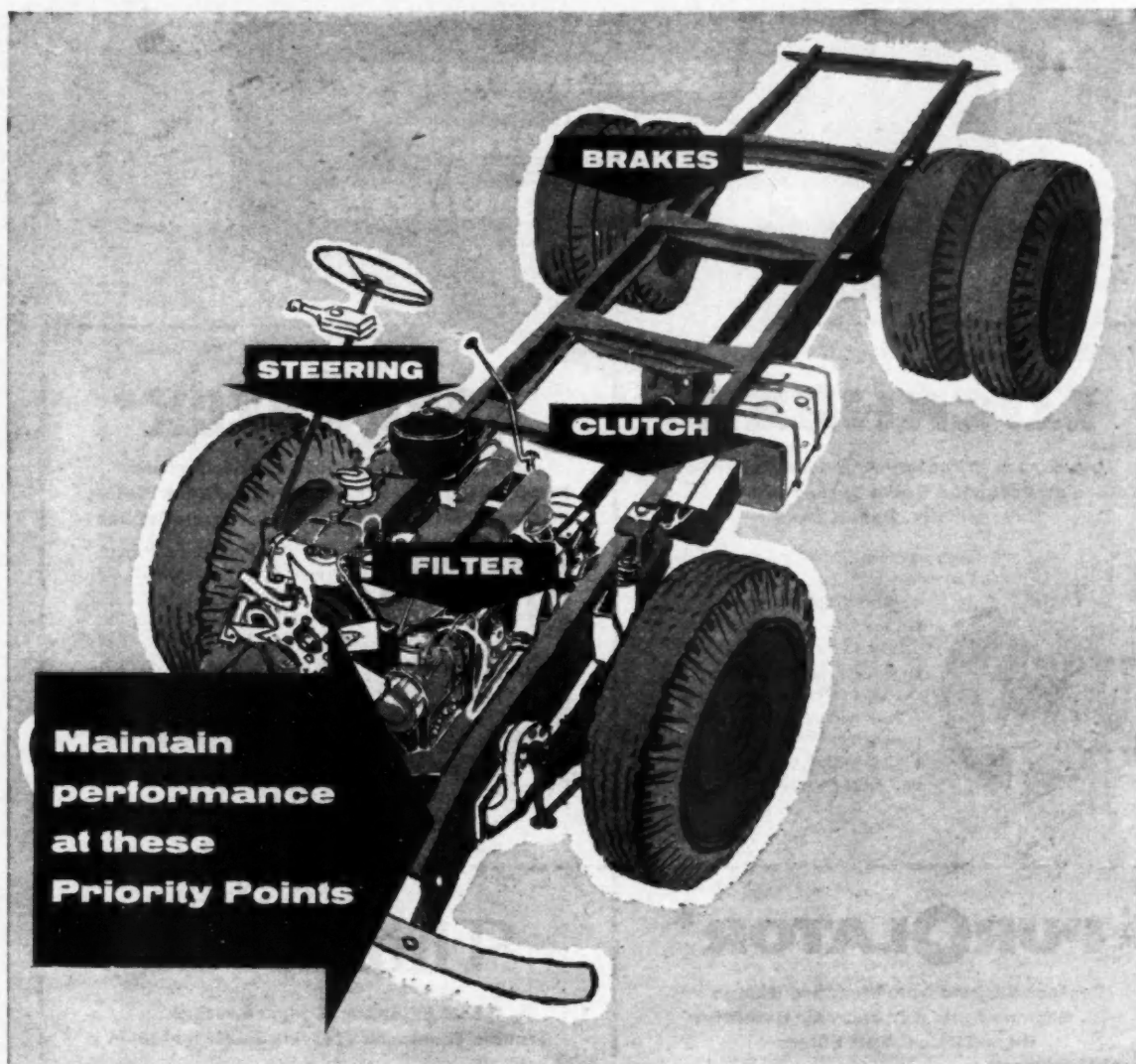
**Maintain
Schedules**

**Maintain
Profits...**

Genuine products of



AUTOMOTIVE



- Today, routine inspection and maintenance are quicker, easier and cheaper . . . so much so that there's just no reason to do without them. Especially when the brake, the clutch, the steering joint that was 'let go' just a day too long can put a truck out of action on a busy day . . . when the filter that wasn't changed when it should have been may allow engine sludge or fuel-line dirt to affect the serviceability of a vehicle worth hundreds of pounds.
- Setting up a regular inspection schedule for your vehicles can make sure that they're in top form for the big jobs. This maintenance is particularly important at the *priority points*. Brakes, clutch and steering are easily checked for any sign of excessive wear; oil and diesel-fuel filters are quickly renewed with refill elements. The whole *priority points* inspection takes only a few minutes; it can prevent a breakdown that might lose hours . . . and pounds.
- Developments by Automotive Products Company have simplified vehicle servicing when it becomes necessary. For example, a clutch overhaul, which once involved examination and repair of many intricate parts, is now a simple matter of fitting one or more of three low-cost, easily-installed Borg & Beck assemblies. The exchange brake shoe plan, pioneered by Lockheed, and the replaceable impregnated-paper filter cartridge, introduced by Purolator, are other examples of Automotive Products Company developments that give better maintenance, in less time and at lower cost.
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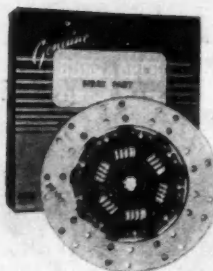
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MOTOR

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A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc. £830. L. W. Vass. Ltd. Amptill, Amptill 3255-b.

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RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-242

1956 8-wheel A.E.C. Mammoth Major, 9.6 engine, double drive, air brakes, 40 x 8 tyres, very good condition. £900; choice of two.

1950 4-wheel A.E.C. 9.6 engine, 20-ft. flat, in very good condition. £500. 4 Carruthers St., Liverpool 3. Central 2047. 936-278

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1951 ALBION Chieftain, perfect condition, ex C. licence, £200. Mell Street Garage, London, S.E.10. Gre 0451-1252. 941-6019

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Used Goods Vehicles (contd.)

1955 ALBION tractor unit with Leyland 680 engine, S.A.E. coupling, air brakes, in first-class order. £600.

1955 ALBION Reiver 6-wheeler, double drive, 22-ft. drop-sided body, in excellent running order. £475.

1956 ALBION Chieftain 4-wheeler, 18-ft. body, in excellent running order. £350.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-247

1956 ALBION Reiver tipper, 6-wheeler, £750 o.n.o.

1960 ALBION 7½-tonner, £1,100 o.n.o.

November, **ALBION** 6-wheeler, £1,750 o.n.o.

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1955 Reiver long-wheelbase platform, £525.

1950 Chieftain long-wheelbase 22-ft. alloy platform, £200.

1956 Reiver tipper, Comet engine, £825.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 936-313

1951 ALBION 3-ton 4-cylinder diesel, immaculate condition, £175. C. Russett, 155 Millbank St., Southampton 26598. 936-450

1953 ALBION Chieftain, alloy platform, £250.

1950 ALBION 4-ton diesel, £115. Abbott Motors, 164 Chipp St., Poplar, East 1132. 936-446

1959 June, ALBION Chieftain Model CH3N 8-cu.-yd. drop-side tipper, good 9,000 x 20 tyres, ready for work. £975. Grovebury Commercial, Ltd., Grovebury Rd., Leighton Buzzard, Phone 2192. 936-360

1957 ALBION Chieftain, Durrain cab, drop-side body, Gul 5555. 936-341

ALBION Chieftain diesel engine and 5-speed box, in excellent condition, £100. Phone, Sheffield 52068. 936-510

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

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936-521

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AUSTIN

UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, repainted, £140. 3-ton vans, roller-shutter rear doors, £150. L. W. Vass. Ltd., Amptill, Bedford Amptill 3255. 222-9605

1960 AUSTIN 5-ton diesel platform truck, in excellent condition, a bargain at £595. York Trailers, Co., Northants, Corby 3561. 938-6024

1956 AUSTIN diesel forward-control long-wheelbase 16-ft. platform truck, fitted with 8.25 x 20 12-ply tyres, in excellent condition, extra fuel tanks, and in the soundest condition, £265.

1956 AUSTIN platform long-wheelbase, petrol engine, with 2-speed Eaton axle, twin rear, power steering throughout, £195.

CAMDEN MOTORS, Leighton Buzzard, Beds. Phone 2041. Open daily to 8 p.m. 936-3

AUSTIN B.M.C., 1955, 7-ton tipper, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel body and 4-ft. fixed sides, ready for immediate work.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone, Tam 1386. 936-500

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947

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1960 AUSTIN A152 15-cwt. Omnivan, 8,000 miles, guaranteed, £395.
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1959 AUSTIN A50 Martin Walter Utilicon, guaranteed, £495.
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NEW AUSTIN 7-ton short-wheelbase 8-cu.-yd. drop-side Anthony underfloor tipper on 9.00 x 20 14-ply tyres.
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1961. March, AUSTIN diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 25-ft. drop-side trailer, low mileage, condition as new, £1 450.
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LONDON, W.2.
Paddington 0022-8. Ambassador 7211.

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1956 BEDFORD 5-ton truck, grey and black, radio, immaculate, £295.
1960 BEDFORD 5-ton TK diesel truck, one owner, low mileage, £895.
1960 BEDFORD 7-ton extra long diesel truck, 2-speed rear axle, £925.
1959 BEDFORD 7-ton diesel truck, 14,000 miles only, 2-speed rear axle, £895.
1957 BEDFORD 7-ton Comet engine truck, repainted red, £575.
1955 BEDFORD 7-ton, Comet engine, alloy platform body, £375.
1952 BEDFORD 7-ton, Comet engine, alloy platform body, £225.

AND at 252 Belsize Rd., N.W.6. Mai 0712. 936-130

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WIDMORE ROAD, BROMLEY, KENT.
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NEW BEDFORD 15-cwt. builder's truck, £540.
1960 BEDFORD Workobus, £355.
1959 BEDFORD 15-cwt. van, radio, one owner, red, £320.
1959 BEDFORD 15-cwt. short-wheelbase van, one owner, grey, £250.
COMMERCIAL vehicle specialists in all ranges of bodywork from 10 cwt. to 12 tons. 936-51

B48

Used Goods Vehicles (contd.)

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BOXVANS. Luton vans, pantechicons, tippers, trucks and articulated vehicles, special bodywork, composite or aluminium alloy.
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NEW BARNET.
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1959 BEDFORD CA Luton van.
1955 59 BEDFORD 35-cwt. all-metal vans.
1956 BEDFORD 5-ton long-wheelbase truck, petrol.
1956 BEDFORD 5-ton long-wheelbase truck, diesel.
1956 BEDFORD 5-ton long-wheelbase diesel tippers, Anthony bodies and 5-cu.-yd. steel bodies, clean condition, choice of two.
1956 BEDFORD 5-type 7-ton 300-cu.-in. diesel flat platform truck, repainted red, £1,100.
1959 BEDFORD-SCAMMELL 8-ton 5-type diesel tractor unit, one owner; choice of two.
1960 BEDFORD J-type 7-ton diesel Telehoist tippers, 2-speed rear axles, 6-cu.-yd. bodies, low mileage, choice of two.
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LONDON, N.W.9. 936-434

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1956 S-type 7-ton long-wheelbase platform, R6 engine, £195.
1955 S-type 7-ton petrol, drop sides, £175.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone Bawtry 362, 456, 457. 936-314

1957 BEDFORD D-type diesel tipper, 6-yd. steel drop-side body, 36 x 8 tyres, sound condition throughout, £325 o.n.o. Consider part-exchange light van, Winton, Hants, 2967. 936-xB8927

1959 BEDFORD 7-ton 5-type 300 diesel coachbuilt platform, Balco extension, 900 x 20, showroom condition. Bolton Roadways, phone, Bolton 61994. 937-6577

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125-131 STRATFORD ROAD, LONDON, E.15.
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NEW BEDFORD TK 10-ton diesel tractor unit, with Scammell coupling, 5-speed gearbox.
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1956 BEDFORD 5-ton tipper.
1958 350 diesel 6-wheel platform truck, 2-speed axle, 9.00 x 20 tyres.

LARGE SELECTION OF CA VANS
FROM £100.
OTHER MAKES AND MODELS ALWAYS AVAILABLE.

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BEDFORD RECONDITIONED ENGINES FROM STOCK.

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1958 Model BEDFORD-LEYLAND diesel 7-ton long-wheelbase fitted 21-ft. container cattle body, £975.
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1955 BEDFORD 7-ton drop-side diesel truck, £225.
1954 BEDFORD 7-ton drop-side diesel truck, £225.
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NEW BEDFORD 7-ton forward-control 120-in. wheelbase, Telehoist, drop-side tipper, 5-speed gearbox.
NEW BEDFORD 7-ton 167-in. wheelbase forward-control chassis-cab, 350 diesel, 5-speed gearbox, double passenger seat.

USED BEDFORDS.
1960 BEDFORD 7-ton, 168-in., 300 diesel, platform, £325.
1960 BEDFORD Marshall utility Busette CAS, £475.
1956 BEDFORD 7-ton platform, diesel, £395.
1959 BEDFORD 10-ton tractor unit, diesel, £795.
1955 57 BEDFORD 15-cwt. CA vans, from £195; choice of four.
1956 BEDFORD 30-cwt. Spurling van, £275.

PARSONS AND PARSONS (GARAGES), LTD.
HARLOW, ESSEX.
Phone, Potter Street 121. 936-100

CAPITAL MOTOR CO., LTD.
TOTTENHAM LANE,
HORNSEY, N.8.
Phone, Mou 3451.
BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS

1954 BEDFORD 35-cwt. Spurling van, in very good order, fitted with heater and A1 set of tyres, £250.
1957 7-ton BEDFORD forward-control platform lorry with Bedford 300 diesel, good tyres, repainted and in ready-to-work order, £495.
1959 BEDFORD Utilabrake, in red-ivory, excellent condition, £395.
NEW TK and J BEDFORDS also in stock. Phone, Mountview 3451. 936-352

E. J. BAKER AND CO. (DORKING), LTD., **BEDFORD** **MAIN DEALERS.**

- 1959** BEDFORD short-wheelbase tippers, 300 cu. in. diesel engine, fixed and drop-side steel body, 9.00 x 20 tyres in good condition, choice of several from £725.
- 1956** BEDFORD 35-cwt. van, petrol engine, very good condition, £235.
- 1959** BEDFORD S-type 7-ton long-wheelbase truck, 18-ft. long, Bedford 300 cu. in. diesel engine, in excellent condition throughout, 8.25 x 20 tyres, £595.
- 1955** BEDFORD long-wheelbase platform, R6 engine, in good condition, £365.
- 1959** BEDFORD CA van, in good condition, £265.

NEW BEDFORDS for immediate and early delivery.

55-61 LONDON STREET,
 CHERTSEY.
 Chertsey 2391. 936-112

To clear:—Four CAV vans, £125 the lot.

C. & A. MOTORS, LTD., London Rd., Ashford, Midx. Ashford 2575; Hounslow 9139. 936-64

1953 A-type BEDFORD long-wheelbase drop-sides, petrol, needs slight attention, £159. Knight, Buckingham. Phone 3393. 936-X8878

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 936-114

CAPITAL MOTOR CO., LTD., REMINGTON STREET, CITY ROAD, LONDON, N.1. Phone, Clerkenwell 7456. BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in. wheelbase diesel vans, £240 each.

NEW BEDFORD 15-cwt. 102-in. wheelbase and 90-in. wheelbase, petrol vans, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in. wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone, Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 936-94

1957 BEDFORD diesel forward-control long-wheelbase double drop-side truck, fitted excellent 8.25 x 20 tyres with unused spare, helper springs, 16-ft. body with 3-ft. headboard, excellent order throughout and ready for work, £345.

CAMDEN MOTORS, Leighton Buzzard, Beds. Phone 2041. Open daily to 8 p.m. 936-5

1959 BEDFORD J-type tipper, with extension sides, 2-speed axle, choice of eight.

CENTRAL GARAGE (UPPINGHAM), LTD., Aston Rd., Uppingham, Rutland. Phone, Uppingham 3296-7-8. 936-154

HUNTER VEHICLES, LTD., CROWN WORKS, 290 SOUTHURBY ROAD, ENFIELD.

1956 BEDFORD 5-ton boxvan, diesel, 850 cu. ft., one owner, under 3 tons.

IMMEDIATE DELIVERY.
HIKE-PURCHASE TERMS ARRANGED.
HOWARD 4184 OR 3862. 936-87

BEDFORD 1960 8-type tipper, Leyland Comet engine, 20,000 miles, 9.00 x 20 tyres, very clean vehicle, £725. Coppermill 4777 and 4713. 936-162

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 936-97

1958 BEDFORD (petrol) 5-ton forward-control platform truck (two), from £395.

NEW BEDFORDS: 35-cwt. chassis-cab, diesel; TK 167-in. diesel drop-side truck; TK 151-in. diesel tipper.

BARTON MOTORS (PRESTON), LTD.,
 PRESTON.
 Phone, Preston 4664. 936-280

1959 (Late) J2 3-ton, 200 diesel engine, light-alloy boxvan, choice of three, repainted, £575 each.

MIDLAND VEHICLE AGENCY, 164 High St., M. Bordesley, Birmingham, 12. Vic 6040. Evenings, 936-178

1956 BEDFORD 5-ton boxvan, 650 cu. ft., three-way loading body carefully used, ex C-licence, £325.

1956 BEDFORD 5-ton short-wheelbase tipper, £600.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 5. Ast 3467. 936-535

1958 BEDFORD short-wheelbase tipper, 2-speed axle, all-steel body, 9.00 x 20 tyres.

1958 BEDFORD short-wheelbase tipper, single-speed axle, steel body, Leyland Comet engine.

1959 BEDFORD short-wheelbase tipper, single-speed axle, all-steel body.

SPARES for Bedford, Seddon, Fodens, P6 engines.

DOUGLAS GARAGE, Walgate, Wigan 3070. 936-306

BENTLEY BROS. (SHEFFIELD), LTD., VAUXHALL-BEDFORD MAIN DEALER, 71 THE WICKER, SHEFFIELD, 3. Phone 29281.

BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres, in excellent mechanical condition, choice of three, 1957 onwards, from £375.

H.P. Facilities can be arranged for selected clients. 936-258

BEDFORD 7-ton long-wheelbase, £650 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 936-194

1958 December, BEDFORD J-type Scammell tractor unit, 2-speed axle, £450.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 936-497

GATES OF WOODFORD,

FORD MAIN DEALERS,
 CHIGWELL ROAD,
 WOODFORD GREEN,
 Wansstead 6633.

1957 BEDFORD 7-ton R6 drop-side truck, £300.

1954 BEDFORD 7-ton artic., platform, £160.

1954 BEDFORD 7-ton (petrol) tipper, 12-cu.-yd., £150. 936-334

1956 BEDFORD 5-ton P6 platform, reconditioned throughout, £245.

1956 BEDFORD 30-cwt. van, absolutely immaculate, £185. Edgware 2555. 936-415

1956 BEDFORD 7-ton diesel, artic. unit, £195. Phone, Ewell 2382. 936-512

L. A. RICH OFFERS—

QL BEDFORD 4 x 4, unregistered, low mileage (choice of 10); price £110 each.

OY BEDFORD fixed-side truck, unregistered (ex-Ministry), choice of eight, price £70 each.

514 COLDHAMS LANE,
 CHERRY HINTON,
 CAMBRIDGE.
 Phone 47597. 936-484

SPURLING MOTORS (CITY) offer—

1960 BEDFORD TK, 7-ton truck.

1959 BEDFORD 5-ton diesel covered truck.

1959 BEDFORD 12-seater Workobus.

1958 BEDFORD 7-ton S-type, Leyland engine, 14-ft. alloy platform body.

1958 BEDFORD 7-ton long-wheelbase diesel truck.

SPURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.1. Shoreditch 8433. 936-508

Bedford Wanted

BEDFORDS ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.,

71 GREENWICH SOUTH STREET,
 LONDON, S.E.10.
 Greenwich 2033-4. 936-894

BEDFORDS wanted.

BEDFORDS wanted.

BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 3 Addington Rd., Bow Rd., E.3. Advance 5242-3. 936-201

WANTED for cash, used TK BEDFORD diesel 7-ton long-wheelbase 18-ft. drop-side platform body, single-speed axle, 9.00 x 20 tyres; state mileage.

TOOMERS (TRANSPORT), LTD., 59 Varners Rd., Reading. Phone 55662 (nine lines). 936-6562

B.M.C.

TWO 1960 B.M.C. Bats for sale, good condition. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leics. Quorn 2204. 936-15

1960 B.M.C. steel-body drop-side tipper, £450.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 936-494

Used Goods Vehicles (contd.)

1960 B.M.C. diesel 6-wheel platform lorry, 21-ft. body, York extension, in first-class order, £850.

1958 B.M.C. diesel long-wheelbase truck, 23-ft. platform body, in excellent running order, £475.

1959 B.M.C. diesel tractor unit, S.A.E. coupling, 2-speed axle, in excellent running order, £450.

150 other good B.M.C. vehicles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-234

1959 B.M.C. 7-9-ton long-wheelbase high-sided tipper, 3-speed axle, power steering, £650.

1956 B.M.C. 7-9-ton long-wheelbase tipper, reconditioned engine, £425.

MIDLAND VEHICLE AGENCY,
 164 HIGH STREET,
 BORDESLEY, BIRMINGHAM, 12.
 Phone, Vic 6040.
 EVENINGS, NORTHERN 8744. 936-177

1958 B.M.C. 7-tonner, long wheelbase, £600 o.n.o.

1957 B.M.C. 5-tonner, long wheelbase, £500 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 936-193

1960 B.M.C. 7-ton 8-yd. steel body, Telehoist tipping gear, bargain, £650.

1956 B.M.C. normal-control vehicle, extension chassis, 17-ft. 6-in. drop-side body, new diesel 5.1 engine fitted, £335.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 6. Ast 3467. 936-532

COMMER

1953 COMMER QX, light-alloy platform body, excellent condition, £170. L. W. Vans, Ltd., Amptill, Bedford. Amptill 3255. 936-906

1960 TS3 double-drop-side truck, air brakes, heater, washers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4507. 936-124

15 CWT. forward-control van, foam grey, sliding doors, heater, very clean condition, registered March, 1960, £375. Brew Bros., 133 Old Brompton Rd., S.W.7. Fremantle 3333. 936-118

COMMER 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £255.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 936-30

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.

1958 COMMER 5-ton petrol tippers, 4-cu.-yd. bodies, choice of two, Normand, Ltd., 481-491 Northolt Rd., South Harrow. Byron 8006, 9912. 936-26

Cox's Motors (Hill Top), LTD.,

1960 COMMER TS3 short-wheelbase tipper, steel body, air brakes and 3-speed gearbox, excellent condition, £950.

TERMS AND EXCHANGES ARRANGED.

Cox's Motors (Hill Top), LTD.,

127 HILL TOP,
 WEST BROMWICH.
 Phone, Wednesbury 0470, 1047. 936-183

COMMER Express delivery van in grey.

INGARFIELD'S GARAGE, LTD., 243 Brinton Rd., S.W.9. 936-349

1957 COMMER TS3 diesel 7-ton 7-yd. drop-side tipper, £295. Edgware 2555. 936-414

COMMER 1955 TS3 articulated unit complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden C body, 12 ft. 6 in. long, 2 ft. 6 in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Coteshill Rd., Fazley, Tamworth. Phone, 1am 3396. 936-501

DENNIS

1951 DENNIS artic. unit, fitted Scammell coupling, Perkins P6 engine, in good order throughout.

CENTRAL GARAGE (UPPINGHAM), LTD., Aston Rd., Uppingham, Rutland. Phone, Uppingham 3296-7-8. 936-159

1954 DENNIS Stork (diesel) 1,000-cu.-ft. all-alloy box van body, excellent condition, £225.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 936-310

Dennis Wanted

DENNIS low-loading chassis-cab required. Phone, Marazion 482. 936-11

DODGE

1958 DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, £695. Cotter and Edwards, Ltd., Nottingham. Phone 46674. 936-138

Used Goods Vehicles (cont'd.)

1960 DODGE 6-wheeled tipper, Leyland engine, 2-speed axle, power steering, with alloy drop-side body, in excellent order, £1,600.
1960 DODGE artic. unit, Leyland engine, 5-speed box, 2-speed axle, S.A.E. coupling, in excellent order, 1950; trailers available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-238

BENTLEY BROS. (SHEFFIELD), LTD.
VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ram tipper, high extension side body, Eaton 2-speed axle, most attractive vehicle, good tyres, £395.
H.P. Facilities can be arranged for selected clients. 936-257

1960 October DODGE 6-wheeler long-wheelbase coal tipper, Boys conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, £1,675.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 936-184

1961 DODGE artic., 4,000 miles, all extras, Leytonstone 4900. 936-355

1957 September, DODGE 146-R6, long-wheelbase drop-side truck, new 18-ft. 6-in. body, 5-speed gearbox, 9.00 x 20 tyres, vacuum assisted brakes, detachable extension over cab, reg. U.W. 3 ton 14 cwt. 98 lb., in very good condition, owner driven, £375. Keith Pierson, Bickerley, Ringwood, Hants. Ringwood 1118. 936-x8921

DODGE DISTRIBUTORS
FOR
GLOUCESTERSHIRE, HERFORDSHIRE,
WILTSHIRE.

H. R. WILSON-SCOTT, LTD.
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8. 936-6512

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED. 936-476

1956 7-ton 19-ft. drop-side truck, Perkins R6 engine, good condition throughout, £265.
E. AND J. DAVIS, Stockwell Rd., Birmingham, 21. Phone, Northern 3934. 936-490

E.R.F.

1952 7-ton platform, 5LW, 5-speed box, Neals trailer brake, very good, £295.
C. & A. MIDDA, Phone, Ashford 2575; Hounslow 9139. 936-63

1953 E.R.F. 8-wheeler tipper, double drive, 6LW engine, in good running order, one owner since new, bargain, £750. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-246

1955 November, E.R.F. 8-ton 16-ft. platform with finish, £500.
A. A. CLARK LTD., Frances Rd., Windsor. Phone 1130. 936-374

FODEN

FODEN FG 26-cu.-yd. tipper, 50% H.P. available, £1,300. Phone, Guildford 60214 or Norwandy 2274. 936-6512

1955 November, FODEN 6-wheeler, double drive, 6LW Gardner engine, 24-ft. flat body, good tyres, mechanically sound, Bagley and Co., Ltd., Knottingley. Phone, Knottingley, Yorks, 2601. 936-6005

FODEN 6- and 8-wheelers with Gardner 6LW engines, flats and tippers. Also breaking Foden and E.R.F. Engines and gearboxes and all spares available. E.R.F. and Foden tractor units, 6LW engines. Price and particulars, Vines, Hardwick, Gloucester. 937-x8785

E. J. BAKER AND CO. (DORKING), LTD.
BIRCHETT ROAD, ALDERSHOT.
Phone, Aldershot 24242-5.
AFTER 6 P.M., 20803.

1955 FODEN 6-ton drop-side truck, 4LK Gardner, clean vehicle, £25.
GOOD selection of BEDFORD CA 10- and 15-cwt. vans and utilities from £100. 936-403

AVAILABLE now, 1956 FODEN 8-wheel tippers with gearboxes, 13-cu.-yd. alloy bodies, Pilot twin-ram tipping gear; choice of 10, all in excellent condition. Can be viewed by appointment. Phone, Haveringham Gravel, Ltd., Loutham 3171. 936-137

TWO FODEN 8-wheel double-drive bulk body Pilot tippers, modern cabs, 6LW £1,000 each, E. Wardle and Sons, Halton Gate Farm, Astmoor, nr. Runcorn. Phone 2386. 936-83

FODEN 1959 8-wheeler, 12-speed gearbox, immaculate condition.

FODEN 74-ton registered 1950 4-wheeler, 4LW engine.

POPLAR MOTOR TRANSPORT (LYMM), LTD.
Phone, Lymm 1234 (Cheshire). 936-251

A34

Used Goods Vehicles (cont'd.)

1958 FODEN 8-wheeler platform lorry, 25-ft. body, 6LW engine, double drive, in first-class order, appearance almost as new, £1,750.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-240

1950 FODEN 8-wheeler, Gardner 6LW engine, double drive, twin steering, 24-ft. platform body on aluminium frame, offers invited. Silver Line Motors, Bessemer Rd., Welwyn Garden City, Herts. Phone, Welwyn Garden 24132. 936-332

TWO 1954 FODEN 8-wheelers with 6LW Gardner engines, 24-ft. platforms, £700 the pair. Phone, Waltham Cross 24610. 936-451

FORD THAMES AND FORDSON

1958 Thames Trader 6D new look 3-abreast seating 16-ft. platform truck, fitted excellent 8.25 x 20 tyres, resprayed and generally refurbished, excellent value for money at £350.

1958 Thames Trader 6D 3-abreast seating double drop-side truck, good tyres, 18-ft. body, 3-ft. 6-in. headboard, splendid order throughout, resprayed and ready for work, £375.

1957 FORD Thames Trader 5-ton long-wheelbase drop-side truck, in splendid all round order, resprayed, good tyres, £350.

CAMDEN MOTORS, Leigham Buzzard, Beds. Phone 2041. Open daily to 8 p.m. 936-4

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1957 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.

IMMEDIATE DELIVERY.

HIRED-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3862. 936-86

5-TON Trader 152-in.-wheelbase 6-cylinder diesel chassis, 5-speed (overhaul), Lanchester list price.
OAKTHORPE MOTOR CO., North Circular Rd., N.13. Fox Lane 0161. 936-113

1961 Trader 75 71-ton platform, very clean vehicle, £825. Coppermill 4777 and 4713. 936-160

1957 FORD 4D normal-control 4-5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.

1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. Barnet 1066, 9 a.m. to 6 p.m. 936-104

1958 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £575.

1959 FORD Trader 6D 7-ton drop-side truck, first-class condition.

1957 FORD 6D 5-ton platform truck, good condition £315.

CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 936-93

1954 September, 3-ton Thames 3-way tipper, very good condition, £200.

NORMAN REEVES MOTORS, LTD.

215 HIGH STREET,
UXBRIDGE, MIDD.
Phone, Uxbridge 33444. 936-125

1959 FORD 6-cu.-yd. tipper, £500 o.n.o.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-67. 936-191

FORD 1954, 4-cylinder petrol engine, 3-way tipping lorries, choice of three, from £175.
LEE MOTORS, 674-680 Wimborne Rd., Bournemouth. Phone, Winton 3. 936-38

1956 FORDSON 4D 2-ton, special coachbuilt body, translucent roof, new paintwork, £350. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 936-46

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALER,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 FORD Trader 5-ton long-wheelbase, diesel, 2-speed axle, 8.25 x 20 tyres, low mileage, a most useful truck, £450.
H.P. Facilities can be arranged for selected clients. 936-259

1956 July, Thames 2-ton 4D drop-side truck with Buxtonwood tail lift, £225. Tottenham 0273. 936-394

10 5-ton THAMES Traders with Anthony Hoist tipping gear, good mechanical condition, reasonable price.
MURPHY MOTORS (CLAPTON), LTD., 137 Lower Clapton Rd., E.5. Amherst 8921 and Amherst 8691. 936-409

FORD 1958 5-ton long-wheelbase Trader truck, 6D, £325. Leytonstone 4600. 936-351

1957 FORD Thames Trader, platform, 5-tonner, diesel, painted blue-grey, really first-class condition all round, £325.

VINCENT GREENHOUSE (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2547. 936-318

Used Goods Vehicles (cont'd.)

FORD Thames Trader, 1957, 7-ton short-wheelbase tipper, fitted with 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader, 1958, 5-ton long-wheelbase tipper, fitted with 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double-height drop sides, good general condition and ready for immediate work.

FORD Trader, 1959, articulated unit, fitted with Scammell couplings and 25-ft. drop-side trailer, in very good condition.

MAYFAIR GARAGE, Colshill Rd., Fazeley, Tamworth. Phone 3396. 936-502

BEACON MOTORS, LTD.

1960 Thames 2-ton Trader truck, one owner, 10,000 miles, spare unused, absolutely as new, £460.

PART-EXCHANGES AND TERMS.

BEACON MOTORS, LTD.

ASTON ROAD,
ASTON,
BIRMINGHAM, 6.
Phone, Aston Cross 5841. 936-165

FORD THAMES Trader 1959 short-wheelbase 7-ton 6D diesel tipper, steel body, 9.00 x 20 tyres, rebuilt and repainted, as new condition, any sensible offer accepted to clear.

RYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 936-525

GATES OF WOODFORD.

FORD MAIN DEALERS.

CHIGWELL ROAD,
WOODFORD GREEN,
Wanstead 6633.

1960 THAMES Trader 6 x 4 platform, power steering and air brakes, £1,800.

1960 THAMES Trader articulated unit, fifth wheel, £850.

1960 THAMES Trader 7-ton 7-cu.-yd. Edbro tipper, £850.

1959 THAMES Trader articulated unit, Brockhouse automatic, £750.

1958 THAMES Trader 7-ton platform, £620.

1958 THAMES Trader 5-ton 5-cu.-yd. Anthony tipper, £650.

1958 THAMES Trader 5-ton 4D drop-side truck, £490.

1958 THAMES Trader 7-ton drop-side truck, £500.

1957 THAMES Trader 5-ton 6D platform, £375. 936-335

1957 Trader 6D 5-ton short-wheelbase 5-yd. steel body tipper, ex C-licence, £325.

1960 Trader 7-ton Anthony hoist, 7-yd. drop-side steel body, 9.00 x 20 tyres, 22,000 miles only, ex C-licence, £650.

1957 FORD 4D 1,000-cu.-ft. Luton van with extra side loading door, ex C-licence, £385.

EASTWOOD COMMERCIAL MOTORS, 27 Aston Road North, Birmingham, 6. Ast 3467. 936-534

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, for immediate delivery, £1,175.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery from stock, £1,195.

1957 Thames Trader 5-ton drop-side truck, fitted 5D diesel engine, in excellent condition, £275.

1957 Thames Trader, 5-ton chassis, 6D diesel engine, fitted with absolutely brand-new 1,250-cu.-ft. Luton body in primer, £725.

LET us quote you for your special body requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 936-350

1959 FORD Trader long-wheelbase tipper, fixed sides, £225.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 936-495

1960 FORD Trader 7-ton diesel long-wheelbase platform truck, drop side, £675.

1959 FORD Trader 7-ton diesel long-wheelbase platform truck, £525.

1958 FORD Trader diesel 4-ton platform truck, £290.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2362. 936-513

Ford Thames and Fordson Wanted

WANTED. Used Thames 4D vans, trucks and Lutons, 1957-60, Ferraris of Cricklewood, Ltd., 201-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 936-128

WANTED. FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2031-4. 936-424

GUY

1961 GUY Invincible 8-wheeler, 6LX engine, almost as new, very small mileage.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-243

1958 GUY Warrior, Meadows engine, Eaton 2-speed axle, 24-ft. platform, £850 o.n.o.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 936-496

Used Goods Vehicles (contd.)

KARRIER

1952 KARRIER low-loading 5-ton truck, cheap.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea, Phone 43262. 936-517

Karrier Wanted

KARRIER Gamecock chassis-cab or flat platform, required urgently. Phone, Marazion 482. 936-10

LEYLAND

1953 LEYLAND Octopus 8-wheeler, 600 engine, double drive, air brakes, 25-ft. double-drop-sided truck body, excellent condition throughout.
SHEPHERD MOTORS (LONDON), LTD., 706 Old Kent Rd., S.E.15. New Cross 3655. 937-6576

1955 LEYLAND Comet forward-control platform truck, good condition, £400.
CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel), Clerkenwell 7456. 936-91

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 936-96

BIRD'S COMMERCIAL MOTORS, LTD.

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ONE LEYLAND Beaver tractor, 1953, complete with Dyson 25-ton trailer, 16-ft. in the well, first-class condition.

ONE LEYLAND Super Beaver tractor, 1961, complete with 25-ton Tasker trailer. 936-173

SALE, 1958 LEYLAND Super Comet platform long-wheelbase, £925 o.n.o. I. D. Morgan, Ltd., Cymric Buildings, Cardiff Docks. 936-31

1956 LEYLAND Comet 6-wheeler, £1,050.

1956 LEYLAND Comet, rebuilt, £1,250.

1953 LEYLAND Octopus, alloy coal body, £1,000.

1953 LEYLAND Octopus, coal body, £1,000.

1954 LEYLAND Octopus, alloy body, £1,100.

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BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 936-195

1953 LEYLAND Octopus, 600 engine, double drive, 24-ft. drop-side body.
JOHN PEPPER (HARLEY), LTD., Piccadilly, Hanley, Stoke-on-Trent, Phone 2221. 936-302

LEYLAND Beaver diesel 8-10-ton platform lorry, £400.
L. Norriss, Pontefract Rd., Leeds, 10. Phone 76019. 936-297

LEYLAND Hippo 6-wheeler double-drive, wrap-round type modern cab, excellent condition, £750. Walter Walker (Ecclesfield), Ltd., 248 The Common, Ecclesfield, near Sheffield. Phone 3667. 936-417

TWO 1957 LEYLAND 8-wheelers, double drive, air brakes, for delivery end of December.
JEFFREYS COMMERCIAL MOTORS, Swansea. Phone 72415-6-7. 937-6032

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition.
MAYFAIR GARAGE, Colshill Rd., Fazeley, Tamworth. Phone, Tam 3396. 936-503

MORRIS AND MORRIS COMMERCIAL
MORRIS J2, 1961, owner driver, 22,000, immaculate, £350. F. Spittles, 26 Selhurst Rd., South Norwood, S.E.25. Cro 8096. 936-8850

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cussey and Stewart, Ltd., Alfreton, Derbyshire. 936-802

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1956 SEDDON Mark 14 5LW tipper, Pilot U4, ready for work. Smith's Garage, Canal St., Nottingham. Phone 55901. 936-136

1956 SEDDON, Gardner engine, long wheelbase, £550 o.n.o.
BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone, Brownhills 2525-6-7. 936-192

1959 SEDDON tractor unit, Cumming engine, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer.

OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201-4. 936-282

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1961, January, COMMER 4-ton high-door diesel van, with extra side door, heater, three seats, bumpers, 9,000 miles, painted white, excellent condition, taxed, £575.

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1960, November, COMMER 15-cwt. two-door van, petrol engine, painted blue, excellent condition, £150.

1959, October, MORRIS 15-cwt. van, good condition, painted grey, £225.

1956, May, MORRIS 30-cwt. petrol van, dual blue, good condition, C-licence user, £100.

1961, May, COMMER 15-cwt. 12-seater light bus, petrol engine, S.W. and C. heater, painted green, £650.

1961, COMMER 7-ton Rootes diesel 18-ft. drop-side, sider, painted grey, 3,440 miles, 9.00 x 20 tyres, servo brakes, heater, flashers, used for demonstration only, excellent condition, cost £1,800, accept £1,500.

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DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Balco extension, good condition, choice of several, £600 each.

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COMMER 15-cwt. forward-control van, 1960, heater, £400.

COMMER T53 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system 10,000 miles ago, good tyres, £450.

COMMER T53 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957 at £550, 1958 at £650.

FORD 12-cwt. van, 1958, repainted, reconditioned engine, £295.

LAND ROVER, short wheelbase, petrol, 1955, five new tyres, one owner, £250.

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A.E.C. Mercury, fitted with Rapier 4-yd. high discharge truck mixer lorry engine driven, hydraulic drive, complete and for immediate delivery, £4,790.

NEW BEDFORDS, Super Vega, 41-seater, 300 diesel, N-type moulding, top sliding windows, glass roof quarters, headrail racks, recirculator heater, trimmed in red moquette (Pirita 426), exterior blue-ivory, ready for immediate delivery, £4,122.

BEDFORD, Comet engine, KGTCR, rigid 6-wheeler York third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed, Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.

BEDFORD KGAH 12-ton tractor unit, 350 engine, air brakes, 2-speed axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,700 5s.

LEYLAND Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister fitted with up-to-the-minute 3-compartment Bulker body, improved high-capacity blower, heavy-duty P.L.O., air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,276 complete in primer.

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LEYLAND Beaver 12-ft. 6-in. wheelbase tractor unit, L double-reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

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B.M.C. 1957 diesel rigid 6-wheeler platform body, good condition throughout, £750.

BRISTOL 1953 8-wheeler, long-wheelbase platform, £500.

MAUDSLAY 1951 8-wheeler, long-wheelbase, 24-ft. platform body, £375.

THAMES Trader, 1960, 7-ton long-wheelbase platform, in exceptionally good condition throughout, £625.

BEDFORD, 1956, R6, long-wheelbase platform, complete with hydraulic sack loader, in outstanding condition, £350.

ALBION, 1956, long-wheelbase 6-wheeler, aluminium underframe wood floor, good condition, one owner, £600.

TIPPERS.

THAMES Trader, 1959, medium-wheelbase, 7-ton diesel, fitted with twin front-ram tipping gear and wood body, £675.

THAMES Trader, 6-yd. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,375.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £1,250.

BEDFORD, 1956, 5-type, R6, wood drop-side tipper, in exceptional condition, one owner-driver since new, £450.

LEYLAND Comet, ECO2/1R, 1954, long-wheelbase, wood drop-side front-ram tipper, very well maintained and in good mechanical condition throughout, £500.

LEYLAND Comet ECO2-4R 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side, in good condition throughout, £1,100.

A.E.C. Mercury Mk. II, 1956, Pilot twin underbody gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,000.

BEDFORD 1956 5-ton A-type standard wood drop-side tipper, P6 engine, in good condition, £375.

BEDFORD 1954 R6 5-type standard steel U-shaped body tipper, £285.

ALBION 1956 HNT, fitted with Pilot tipping gear and wood drop-side body, in exceptionally good condition, one owner, £650.

A.E.C. 1953 Mammoth Major double-drive 8-wheeler, fitted with large-capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

TRAILERS AND ARTICULATED.

BEDFORD 1955 10-ton R6 tractor unit, complete with Scammell 23-ft. platform trailer, on 9.00 x 20 12-ply tyres, this vehicle is in exceptionally good condition and has good tyres, £550.

DODGE 1954 P6 tractor unit, 2-speed axle, complete with Carrimore 23-ft. semi-trailer with boxvan body, £350.

ERF 1946, Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with handy tandem-axle platform trailer, £875.

DYSON 8-ton independent trailer, air brakes, this trailer is practically unused, £400.

B.M.C. 1957 tractor unit, B.M.C. diesel engine, fitted w/7.5 A.E. coupling, vacuum brakes, £250.

CRANES.

RAPIER 3-ton pneumatic tyres, non-slewing yard crane, full castor action steering gear wheels, £600.

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FITTING STATION.

TIPPERS.

- 1959** ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop side.
1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.
1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel, fixed sides.
1955 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.
1959 BEDFORD 7-ton, GMC, 11 ft. 6-cu.-yd. steel fixed side.
1956 BEDFORD 7-ton S-type, petrol engine, 14-ft. U-shaped alloy body.
1958 BEDFORD 6-ton S-type, GMC, 14-ft. timber drop-side.
1958 BEDFORD 7-ton, 14 ft. by 3-ft. timber drop side.
1956 MORRIS 7-ton, B.M.C., 14-ft. by 4-ft. timber drop side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-ft. timber fixed side.
1958 FORD 5-ton HD 6D, 6-cu.-yd. steel drop side.
1959 FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.
1957 COMMERCIAL 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed side.
1958 BEDFORD 7-ton S-type 14-ft. timber drop-side tipper, 12 M.C.
1957 LEYLAND Comet short-wheelbase fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.
1958 LEYLAND Comet Model ECOS2-1R, long wheelbase, 15-ft. by 2-ft. timber drop side.
1955 LEYLAND Comet Model ECOS2-2R, 12-ft. timber fixed side.
1956 LEYLAND Comet Model ECO2-1R, 14-ft. by 2-ft. timber drop side.
1956 LEYLAND Comet model ECO2-1R, 14-ft. by 3-ft. 6-in. alloy drop side.

PLATFORM.

- 1955** ALBION Chieftain 16-ft. 6-in. alloy flat.
1959 ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.
1956 ALBION Reiver 22-ft. timber platform.
1955 ALBION Reiver 22-ft. timber platform.
1957 BEDFORD 7-ton Comet 350 engine, 16-ft. timber drop side.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1955 BEDFORD 7-ton petrol, 16-ft. timber flat.
1959 MORRIS 7-ton B.M.C. 18-ft. timber drop side.
1952 E.R.F. 6LW 24-ft. timber drop side.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop side.
1953 THORNYCROFT 7-ton 18-ft. timber drop side.
1958 COMMERCIAL TS3, 16-ft. 6-in. timber drop side, air brakes.
1957 COMMERCIAL TS3 19-ft. timber drop side.
1956 COMMERCIAL TS3 16-ft. 6-in. timber drop side.
1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.
1958 LEYLAND Comet Model ECO2-4R, 20-ft. timber flat.
1956 LEYLAND Comet Model ECO2-4R, 18-ft. by 2-ft. 6-in. timber drop side.
1957 LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.

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- 1958** AUSTIN B.M.C. Scammell tractor unit, 5-ton.

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H.P. TERMS TO SUIT YOUR REQUIREMENTS.
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- BEDFORD 5-ton normal-control long-wheelbase 14-ft. body petrol engine, 1958-60.
LEYLAND Hippo, air brakes, truck or chassis and cab, suitable for mounting 10-ton crane, 1955-58.
25-FT. 10-ton 4-in-line trailer, S.A.E. coupling.

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A36

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LEYLAND CS3/12R chassis and cab.
SEDDON 15/10 standard 6-cu.-yd. tipper, complete, Eaton axles, Perkins 354 engine, cab heater.
DODGE 3164 AT standard 8-ton 7-cu.-yd. tipper, Eaton axle, Perkins 354 engine, etc.

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- 1960** DODGE 3123AP, 6-cu.-yd. body, twin-ram underfloor gear, Perkins 305 engine, Eaton 2-speed axle, 9.00 x 20 tyres, one owner from new, £1,150.
1959 November, BEDFORD 7-ton standard tipper, well typed all round, a clean truck, and owner driven from new, £675.
1956 B.M.C. medium-wheelbase tipper, twin rams behind cab, recent engine overhaul, tyres fair, £575.
1957 LEYLAND medium-wheelbase twin-ram tipper, fixed-side body, clean, well typed, £675.
1959 FORD Thames Trader, standard all-metal body, recent engine overhaul, well typed all round, £625.

TIPPERS.

TIPPERS.

DROP-SIDES.

VANS.

FLATS.

- 1959** GUY Otter Mk. III standard drop-side, a clean, well-typed truck, 5.1 B.M.C. engine, in first-class condition all round, £750.
1959 LEYLAND Steer 24-ft. wood-alloy flat platform, with high-loading head board, 11.3 engine, auxiliary gearbox, front-rear towing attachments, cab heater, etc., £2,200.
1955 BEDFORD standard drop-side truck, general condition good tyres fair, choice of two, £300 each.
1950 DODGE 105B6 standard drop-side, Perkins engine, 5-speed gearbox, owner driven from new, £275.
1954 FORD van, 10-12-cwt., clean, well typed all round, 11,000 only, one owner, £300.
1959 FORD Trader standard drop-side truck, well typed all round, clean, ready for the road, £425.

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1957 FORD Thames normal-control 5-ton 4D, 14-ft. 6-in. double drop side with bolster, ready for the road, £295.
1956 B.M.C. 5-ton diesel, standard drop-side body, nearly new Michelin Met 9.00-20 tyres, ready for the road, £320.

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1957 LEYLAND Octopus platform.
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1953 LEYLAND Comet normal-control long-wheelbase platform.
1955 THORNYCROFT Sturdy drop-sider.
1955 MORRIS Minor Traveller, choice of two.
1957 AUSTIN 15-cwt. van.
1958 AUSTIN J2-VA van.
1960 COMMERCIAL 4-ton forward-control van, petrol.
1955 BEDFORD 7-ton diesel platform.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

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LEYLAND Comet Model CS3-12R chassis and cab.
LEYLAND Comet Model CS3-13R chassis and cab.

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- 1960** 59 ATKINSON LX Gardner engine 8-wheelers, alloy platform, 40 x 8 tyres, heater, fibreglass cabs, double drive, one owner, choice of three from £2,450.
1956 57 ATKINSON 8-wheelers, 6LW, double drive, drop-side and platform, from £1,250.
1956 ATKINSON 1956 4-wheel chassis and cab, we are now fitting new Gardner 5LW engine; this is a trailer machine and it will take a 20-ft. body, one owner, £750.

- 1960** GUY 35-ton tractor, Gardner 6LX, 6-speed box, fifth-wheel coupling, auto lubrication, one owner, £2,200.

- 1956** ALBION Reiver platform, double drive, sound, £525.
1956 TRACTOR, LEYLAND Comet 90, 2-speed, heater and flasher, Scammell hitch, one owner, C licence, from £400.

- 1960** FORD Trader tractor, fifth wheel, 9.00 x 20 tyres, one owner, very sound, £800.
NEW FORD Trader prime mover, demonstrator.

- 1956** COMMERCIAL TS3 Baico extension, £235.

- 1956** 57 FORD 5-cwt. vans from £150.

- NEW** A35 van.

- NEW** AUSTIN 10-cwt. vans.

- NEW** AUSTIN Omnicoach, M.O.T. certificate, ex demonstrator.

- NEW** COMMERCIAL 7-cwt. van.

- ZEPHYR** estate car, one owner, 1958, £550.

- MORRIS** 4 x 4 with winch and crane, £150.

- DEALERS** for: Dodge, Land Rover, Ford, Austin, Commer, Karrier and Gardner engines.

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- 1959** DODGE platform, Leyland engine, 10.00 x 20 tyres, sound order, £800; meat box available, hanging gear, £300.
1957 COMMERCIAL TS3 platform, 9.00 x 20 tyres, good order, £550; meat box available, £200.
1955 SEDDON vans, Perkins P6 engines, one at £200, one at £100.

BRIDGE WORKS.

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FOR quality tested used vehicles.

- 1958** 1959 and 1960 CA vans, long and short, from £225.
1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two from £250.
1956 BEDFORD 3-ton petrol Spurling van, £175.
1958 COMMERCIAL Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £245.
1957 AUSTIN 30-cwt. diesel van, one owner, £285.
1957 FORD 7-cwt. van, excellent condition, one owner, £175.
1956 FORD 4D 2-ton diesel drop-side truck, one owner, £185.

BEDFORD HOUSE,

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CHISWICK, W.4.

Chiswick 6741. 936-324

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DODGE, GUY, B.M.C. AND YORK.

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- ONE new GUY light 6-wheeler, 15-ft. 3-in., tipper, 20-ft.-long wood and alloy coal body.

USED VEHICLES.

- 1960** GUY Invincible 8-wheel tipper with 21-ft. 6-in.-long coal body, £3,750.
1960 DODGE 6-wheel tipper with 19-ft.-long coal body, Leyland Comet engine, York axle, £2,150.
1959 FORD Trader 7-ton tipper, £650.
1958 November, LEYLAND Comet forward-control tipper with all-alloy body, £900.
SEPTEMBER, 1958 DODGE 146AR6 7-ton platform lorry, £685.
1956 BEDFORD S-type 7-ton tipper with wooden body, £550.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £200.
1954 SENTINEL 6-wheeler tipper, A.E.C. 2.7 engine and gearbox, all-alloy coal body. Pilot tipping gear, £600.

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BRYMBO GARAGE.

NEWCASTLE-UNDER-LYME.

Phone, Newcastle-under-Lyme 31331.

1960 COMMER TS3 tractor unit, fitted with Scammell coupling, choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
1959 GUY Warrior tractor unit, Leyland engine.

1956 ALBION Reiver 6-wheeler tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.

1958 BEDFORD 7-ton drop-side truck, Bedford engine, 2-speed axle, choice of three.

1959 COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.

THAMES County, 60 engine, County third axle, 21-ft. platform body.

1959 COMMER TS3 1957, 2-stroke engine, 5-speed, air brakes, alloy insulated van body.

1959 MORRIS-COMMERCIAL 7-ton 6-cylinder diesel engine, 17-ft. 6-in. platform body, choice of three.

1957 ALBION Chieftain, 4-cylinder diesel engine, 5-speed, 17-ft. platform body.

1959 SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.

1957 COMMER TS3, 4-speed, air brakes, insulated van body.

1959 ATKINSON 4-wheeler, 5LW alloy underframe platform body, immaculate, choice of two.

1960 GUY light 8-wheeler, 7.5 engine, 2-speed axle, drop-side body.

1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed Boys axle, 21-ft. platform body.

1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.

1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.

1955 ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.

1959 BEDFORD 7-ton, 300 engine, 16-ft. 6-in. platform body.

1955 A.E.C. Majestic twin-steer tipper, 9.6 engine, 20-ft. alloy tipping body.

1957 BEDFORD A-type long-wheelbase tipper, P6 engine, 20-ft. alloy tipping body.

1956 ATKINSON 8-wheeler, 6LW double-drive, 24-ft. platform body.

1958 THORNYCROFT Trident, 6-cylinder diesel engine, 20-ft. alloy drop-side body.

1959 DODGE Leyland engine, 5-speed, 2-speed axle, 18-ft. platform body.

CHOICE of several 1959-60 Bedford, Dodge and Trader platform lorries.

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THAMES 12-seater.

THAMES Trader 7-ton 6D diesel tipper, steel body.

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1960 Thames 7-cwt. van, £285.

1954 HILLMAN estate van, heater, very clean vehicle for the year, £210.

1959 Thames Trader 7-ton 6D diesel long-wheelbase platform truck on 9.00 x 20 tyres, excellent condition.

1959 October, BEDFORD Workbus, long wheelbase, 15,000 miles only, 2-tone, heater, £375.

1959 hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of three, £795.

1960 Thames Trader 6D diesel, 7-ton 7-cu.-yd. hydraulic tipper trucks on 9.00 x 20 tyres, new metal bodies and Anthony tipping gears, choice of four, £895.

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600 CU.-FT. 1956 AUSTIN B.M.C. diesel boxvan, separate cab, very clean, £235.

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1958 BEDFORD 4-ton diesel, 1,200-cu.-ft. Luton van, £425.

1956 DODGE 5-ton diesel tippers, 2-speed axles, choice of several from £200.

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1960 COMMER 4-ton forward-control van, green, sliding doors, 4-99 diesel engine, 24,000 miles, one careful owner.

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1956 BEDFORD 8-10-ton normal-control tractor, Scammell coupling, P6 engine, with or without Scammell 18-ft. drop-side trailer, 7.50 x 20 tyres.

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ONE NEW E.R.F. 66 (G2), light fixed wheeler tipping chassis, Edbro B. and E., 4LN timing gear, Gardner 6LW automatic chassis lubrication, 2-speed axle, air brakes, immediate delivery.

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A Large range of new BEDFORD TKs in stock.

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1960 ATKINSON tractor unit, 4LW Gardner engine, automatic coupling, 5-speed box.

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1955 FORD 4D 5-ton platform trucks, choice of three.

1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition, £350.

1956 SEDDON 3-ton boxvan.

1956 BEDFORD 10-ton tractor unit, R6 engine, automatic coupling.

1960 ALBION Claymore 1,200-cu.-ft. Luton van, Burtonwood tail-lift, automatic lubrication, £1,400.

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1955 A.E.C. Mercury Mark I tipper.

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1959 DODGE long-wheelbase. Leyland engine, excellent tyres, 9.00 x 20, platform body, with cattle container, £1,250.
1959 FORD Trader 6D, 9.00 x 20 tyres, drop-side body, excellent condition, £695.
1958 BEDFORD 7-ton long-wheelbase, Comet engine and drop-side body, good tyres, excellent condition.
1957 ATKINSON twin steer, 5LW engine, 10.00 x 20 tyres (good), twin-ram gear, 21-ft. alloy body, £1,050.
1957 FORD 4D 2-3-ton Luton van, excellent condition, £255.
1956 ALBION Clydesdale, Leyland engine, 20-ft. platform, 10.00 x 20 tyres.
1955 ALBION Reiver, Albion engine, 22-ft. platform body, ready for immediate use, £475.
1955 BEDFORD, 86 engine, platform body, 8.25 x 20 tyres, £325.
1955 BEDFORD Scammell tractor unit, £200.
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A.E.C. Matador, 4-wheel drive, 7.7-litre engine, power winch, 13.50 x 24 tyres, ex-M.O.S.
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1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft 6 in. wide, 9.00 x 20 tyres, in first-class condition.
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1958 GUY 8-wheeler tipper, 21 ft. by 2 ft. 6 in. sided steel body, Gardner 6LW engine, double-drive axles, reconditioned where required.
1958 E.R.F. twin steer tipper, 19 ft. by 7 ft. by 2 ft. fixed sided steel body, Gardner 5LW engine, 9.00 x 20 tyres, in very good condition.
NEW SCAMMELL, 25-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.
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NEW ATKINSON T1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.
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1960 MORRIS B.M.C. (5.1-litre) 7-ton 4-wheeler, Milshaw 15-ft. alloy tipper, choice of six.
1959 ATKINSON T1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.
1959 ATKINSON T746XA (Gardner 6LX) 4-wheel tractor, air brakes, fifth wheel.
1959 ALBION Caledonian (Leyland 9.8-litre) 17-ton 8-wheel Pilot 20-ft. Homalloy tipper.
1959 ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.
1959 THORNycROFT Trusty 17-ton 8-wheel 25-ft. alloy drop-side, air brakes, 40 x 8.
1959 ATKINSON 5644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.
1959 ATKINSON M644LW (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tippers.
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1959 BEDFORD 15-cwt. van, £295.
1959 FORD 7-cwt. van, £285.
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1960 FORD 5-cwt. van, £150. 936-429

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- L**EYLAND Super Comet long wheelbase.
COMMER 7-ton cement-limestone bulk delivery tanker with gear and blower.
ALBION artic. unit Chieftain with coupling.
ALBION Claymore long-wheelbase forward-control diesel.
LARGEST SELECTION OF
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IN THE MIDLANDS.
B.M.C.
1958 AUSTIN artic. diesel, forward control with coupling.
1956 AUSTIN 5-ton forward-control diesel drop-side truck.
1954 MORRIS 5-ton long-wheelbase petrol platform truck.
COMMER.

- 1960** COMMER 7-ton long-wheelbase drop-side TS3.
1955 COMMER 5-ton Superpoise P6 drop-side truck.
ALBION.
1960 ALBION Chieftain platform, excellent condition.
1957 ALBION Chieftain forward-control diesel platform truck.
1955 ALBION Chieftain, alloy drop-side body, choice of two.

- F**ORD.
1959 Thames Trader, diesel 7-ton long-wheelbase drop-side truck.
1959 Thames Trader, diesel 5-ton long-wheelbase platform.
1955 Thames P6 long-wheelbase 5-ton drop side.

- F**ODEN.
1957 FODEN diesel forward control (new type cab), 8-wheeler, long-wheelbase drop-side truck.

- B**EDFORD.
1956 BEDFORD long-wheelbase diesel 7-ton drop-side truck.
LEYLAND.

- 1958** LEYLAND Comet long-wheelbase forward control, drop-side.

- E.R.F.**
1950 E.R.F. long-wheelbase drop-side 8-ton diesel truck.
1946 E.R.F. A.E.C. engine, long-wheelbase forward-control diesel.

- S**TANDARD.
1959 60 Atlas van 10-12 cwt.

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1958 Thames 7-cwt. van.
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1959 Large-capacity mobile shops, completely fitted out, excellent condition.
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1958 (Late) AUSTIN 7-ton long-wheelbase drop-side truck, reconditioned throughout, on good tyres.
1958 FORD 3-ton Trader, diesel drop-side truck, reconditioned throughout, well tyre, to be painted in customer's colour if required.
1959 BEDFORD Utilabrike, in immaculate order, black and white, well tyre.
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1957 AUSTIN 14-ton van, newly painted cream, on good tyres, a bargain.
1960 AUSTIN Gipsy, nominal mileage, well tyre, B.M.C. diesel engine, in immaculate order.
1954 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tyre, ready for work. 936-185

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ALL TYPES OF COMMERCIAL VEHICLES— OVER 100 IN STOCK.

NEW BEDFORD TK 300 diesel engine, 5-ton long-wheelbase cab and chassis, 7.50 x 16 tyres.
 1960 FORD Trader 6D with new 1,200-cu.-ft. Plymax body, drop well, walk-in tailgate, £1,175.
 1960 BEDFORD J-type short-wheelbase tipper, average mileage 12,500, underfloor and end tipping gears, £850.
 1960 FORD Trader 6-wheel County extended flat, £950.
 1960 FORD Trader 6-wheel tipper, Boys third axle, Homalloy body, tare 5 tons 5 cwt., £1,500.
 1960 FORD Trader 7-ton flat, £725.
 1960 BEDFORD TK 7-ton tipper, steel body, 9.00 x 20 tyres, choice of two, £695.
 1960 FORD Trader 6-wheel tipper, double-drive, third axle, 20-cu.-yd. body, £1,550.
 1960 B.M.C. 7-ton diesel tipper, 2-speed axle, steel body, choice of three, £750.
 1960 FORD Trader short-wheelbase tipper, drop-sided body, 9.00 x 20 tyres, from £675.
 1960 June, BEDFORD 5-type 7-ton diesel tipper, steel body, 9.00 x 20 tyres, £775.
 1959 DODGE medium-wheelbase double-ram tipper, R6 engine, forward-control model, 2-speed axle, £675.
 1959 FORD Trader 6D 7-ton flat, choice of 10 from £595.
 1959 DODGE 6-ton normal-control short-wheelbase tipper, new wooden drop-sided body, P6 engine, £625.
 1959 FORD Trader 160-wheelbase steel drop-sided tipper, 15-ft. body, £695.
 1959 FORD Trader 6D medium-wheelbase double-ram tipper, steel body, £725.
 1959 FORD Trader 6-wheel flat, County extension, 9.00 x 20 tyres, choice of three, £895.
 1958 DODGE Leyland 350, long-wheelbase tipper, steel coil body, 2-speed axle, £795.
 1958 November, COMMERCIAL TS3 long-wheelbase flat, 9.00 x 20 tyres, £550.
 1958 FORD Trader 6D 7-ton truck, £475.
 1958 FORD Trader 6D medium-wheelbase tipper, £485.
 1957 ATKINSON 4-wheel double-ram tipper, Gardner SLW, 9.00 x 20 tyres, 16-cu.-yd. alloy body, very clean, Tecalemit automatic greasing, choice of two, each £895.
 1956 BEDFORD 5-ton long-wheelbase drop-sided wooden body, double-ram tipper, petrol engine, very clean, £165.
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 1950 FODEN 8-wheel long-wheelbase tipper, trailing axle, 6LW engine, £450.

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1957, COMMER 8-cwt. Express, extras, rear seat, 2-tone, £249.
1957, November, Thames Trader 5-ton 4-cylinder diesel long-wheelbase drop-side, £450.
1956, FORD Thames 4-ton diesel 4D drop-side, £325.
1956, LEYLAND Comet 95 long-wheelbase twin-ram tipper, £850.
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1956 B.M.C. 7-ton, power steering, 2-speed axle, £575.
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NEW E.R.F. 5.4(G) chassis and cab, suitable 22-ft. O body.
NEW E.R.F. 6.8 (GX) long-wheelbase tipper chassis and cab F.E. tip gear, locking diff. trailer brake equipment.

NEW DODGE chassis and cab Model 3165 B.T.
1955 E.R.F. 6.8 (G) platform, one owner.
1952 E.R.F. 5.6 (T.S.) drop sides.
1958 BEDFORD S-type drop-side with cattle container.
1955 TROJAN P3 personnel carrier.

**E.R.F. AND DODGE DISTRIBUTORS.
PARRS (LEICESTER), LTD.,
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Wanstead 6633.**

1952 A.E.C. Monarch 10-ton platform, £175.
1955 B.M.C. 7-ton diesel drop-side truck, power steering and 2-speed axle, £425.
1955 COMMER TS3 artic. unit, Scammell automatic, £300.
1956 AUSTIN 15-cwt. steel pick-up, £235.
1960 COMMER 15-cwt. van, £365.
1959 Thames 15-cwt. van, £250.
1958 Thames 15-cwt. truck, £260.

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**MARSHALLS (CAMBRIDGE), LTD.,
OFFER THE FOLLOWING
COMMERCIAL VEHICLES**

**AT
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NEW AUSTIN 7-ton long-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 7-ton short-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 5-ton long-wheelbase forward-control diesel platform truck.
NEW AUSTIN 1-ton forward-control van, petrol or diesel.
NEW AUSTIN 16-18-cwt. Omnivan.
NEW AUSTIN 16-18-cwt. Omnitruck.
NEW AUSTIN 13-seater Omnicoach.

1960 BEDFORD Marshall 12-seater busette, beige, mechanically good, tyres poor, £350.
1959 Thames Trader 6D long-wheelbase 7-ton platform truck, good order, £650.
1959 AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £650.
1959 AUSTIN A55 van, blue, £250.
1957 AUSTIN 14-ton forward-control diesel van, £250.
1955 AUSTIN 3-ton diesel boxvan, 300 cu. ft., £200.

**63 BRIDGE STREET, PETERBOROUGH.
Phone 66011.**

1959 BEDFORD Kenebus, beige, fitted heater, taxed, good tyres, £425.
1959 AUSTIN A35 van, green, low mileage, good tyres, £275.
1959 MORRIS Minibus, maroon, £410.
1958 BEDFORD 7-ton drop-side truck, £700.
1958 BEDFORD van, good tyres, taxed, £175.
1958 AUSTIN A40 van, green, good tyres, £120.

**AT
120 GOLDINGTON ROAD, BEDFORD.
Phone 68386.**

1959 AUSTIN A35 van, £250.
1958 FORD 7-cwt. van, £265.
1958 AUSTIN A55 van, £245.
1957 MORRIS MINOR pick-up, £225.
1956 Thames 4D 3-ton drop-side truck, £250.
1955 AUSTIN A40 pick-up, £175.
1955 AUSTIN A30 van, £150.
1954 MORRIS 4-ton van, £65.
1953 DODGE P6 truck, £175.
1952 Short-wheelbase LAND ROVER, £120.
1939 AUSTIN 8 van, £55.

936-435

**H. TAYLOR AND CO. OFFER:—
1959 AUSTIN Omnicoach, white-green, heater, flashers, £375.
1958 BEDFORD Workobus, brown, £265.
1959 COMMER E.D.V., antelope, £250.**

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1960 Brockhouse 20-ft. straight-frame trailer, equipped with van body, 20 ft. by 7 ft. by 8 ft. high, 1,080 cu. ft., fitted Fibreglass panel in roof and cantails, tie-rails throughout, alloy panelled, 18-gauge metal over wooden floor.
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1954 MORRIS prime mover, diesel engine, Tasker coupling, good shunt vehicle.
1958 AUSTIN 152 boxvan, 320-cu.-ft. body, choice of two.

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**COMMER.
1960 COMMER Unipower 6-wheeler, 21-ft. platform,
1.4-5-ton chassis-cab, immediate delivery, £1,350.
1960 COMMER TS3 standard 7-yd. tipper, air brakes
checked, choice of three from £775.
1960 COMMER-SCAMMELL articulated outfit, 25-ft.
platform, air brakes, excellent, £1,150.
1957 COMMER TS3 18-ft. platform, £400.
1957 COMMER Superpole, 16-ft. drop-side, P6,
latest shape, 5-speed, £295.
1960 COMMER TS3 18-ft. platform, one owner,
£775.
1958 COMMER TS3 medium-wheelbase, factory
exchange twin Telechist gear, £675.**

**FORD.
NEW Trader 4D, long-wheelbase, 152 in., low frame,
1.4-5-ton chassis-cab, immediate delivery.
1961 Trader 75, 7-ton, 6D, long-wheelbase tipper,
16-ft. fixed-sided body, twin Pilot gear, Hydro-
vac brakes, low mileage, £350.
1960 Trader 6D tractor unit, S.A.E. pin, low mileage,
£750. 25-ft. platform 4-in-line semi-trailer to
suit, £300, or would sell separately.
1956 FORD 4D standard 16-ft. diesel drop-side,
£225, choice of three.
1955 FORD 4D 30-cwt. diesel truck, 10-ft. drop-side,
£225.
1959 Trader 6D 7-ton 17-ft. platform, excellent, £675.
1956 FORD 4D long-wheelbase 5-ton tipper, suitable
coal coke or grain, well shod, £295.**

**BEDFORD.
1958 BEDFORD S-type 6-ton 300 diesel engine,
long-wheelbase tipper, 7.50 x 20, £395.
1953 BEDFORD-SCAMMELL S-type 8-ton tractor
unit, petrol, above-average condition, £195.
Arranged. Open Sunday mornings. Exchanges
with pleasure. 936-40**

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1958 7-ton Trader, 160-in.-wheelbase fixed-side steel-
bodied tipper, £625.
1958 3-ton Trader 138-in.-wheelbase drop-side tipper,
£450.
**NEW
THAMES Trader 7-ton 108-in. drop-side and fixed-side
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THAMES Traders 138-in. and 160-in. chassis-cabs,
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CHOICE of several second-hand 5- and 7-cwt. Thames
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10, EDBRO 4LNX tipping gears, ex stock.**

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**TWO 5-ton BEDFORD flat trucks, 1944.
ONE 2-ton BEDFORD flat truck, 1950.
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ONE BEDFORD 29-seater bus.
INQUIRIES and offers to G. C. Warren. Warren's
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1960 BEDFORD J 300 tractor with Scammell drop-
side semi-trailer, very clean and well shod,
£900.
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York DW2 12-ton platform trailer, very clean
and well shod, £1,550.
1958 ALBION Chieftain Model CH31 with light-alloy
platform body, clean, choice of two, £850.
1958 COMMER Unipower TS3 long-wheelbase drop-
side truck, very well shod, clean, £900.
1957 DODGE 106 P6 long-wheelbase tipper, c.w.
Beet Raves, etc., twin ram gear, clean, one
owner, £495.
1957 Two BEDFORD S long-wheelbase with Leyland
Comet engine, suitable for apertures, each £325.
1956 B.M.C. 7-ton long-wheelbase drop-side truck,
clean and well shod, £425.
1956 B.M.C. 5-ton long-wheelbase drop-side truck,
clean, £285.
1956 DODGE diesel platform with 18-ft. cattle con-
tainer, one owner, £525.
1955 A.E.C. Mercury Mk. I light-alloy platform,
£650.

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PETERBOROUGH.
Phone 66161.** 936-388
A41

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A.E.C. DODGE. TROJAN SERVICE.
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NEW Vehicles.

ONE long-wheelbase A.E.C. Mercury chassis and cab.
SECOND-HAND Vehicles.

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1958 FORD Traders (choice of three).
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1961 LEYLAND Comet long-wheelbase chassis and cab, 2-speed axle.
1959 November, COMMER 6-ton tipper, 14-ft. 6-in. body (Perkins HPX641).
1958 September, COMMER TS3 flat platform, reconditioned engine.
1957 July, COMMER TS3 flat platform, reconditioned engine.
1959 November, BEDFORD 5-type long-wheelbase tipper.
1959 LEYLAND Super Comet 6-wheeler, Boys extension, 23-ft. 6-in. drop-sided body.
1954 SEDDON flat platform (good condition), £150.
SEVERAL 1954 Bedford and Austin long- and short-wheelbase tippers, from £85.

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1959 MORRIS 4-wheel-drive scow-end tipper, diesel engine, £750.
1951 LEYLAND Octomus 8-wheeler, 600 engine, double drive, £400.
1952 E.R.F. 8-ton long-wheelbase truck, 4LW Gardner engine, £400.
1959 BEDFORD 15-cwt. van, long wheelbase, £275.
1960 COMMER TS3 short-wheelbase tipper, £950.
1956 COMMER TS3 long-wheelbase truck, £300.
1956 AUSTIN 3-ton forward-control long-wheelbase, new engine, recently fitted, £250.
1960 FORD Trader 7D long-wheelbase tipper, £675.
1959 December, FORD Trader 7-ton long-wheelbase tipper, £550.
1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £725.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.

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1960 December, FORD Trader 6-wheel tipper.
1960 COMMER 15-cwt. forward-control van, diesel engine.
1959 COMMER TS3 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase.
1959 (Registered) DENNIS 6-ton tipper (ex-Ministry). Dennis Max diesel engine.
1958 SEDDON 7-ton drop-side tipper.
1958 COMMER TS3 7-ton long-wheelbase platform.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D long-wheelbase drop-side truck.

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COMMER TS3 7-ton diesel, 18-ft. drop-side body, 900 x 20 Michelin X tyres, repainted and ready for work, ideal for long distance, choice of two, from £750.
1959 Thames 7-ton 6D long-wheelbase drop-side truck, repainted, very good condition, £655.
1957 BEDFORD 300 diesel, long-wheelbase platform, 24-ft. body, extended wheelbase, £200.
1955 MORRIS 5-ton, Coal Merchants, this is your truck! Diesel engine, 16-ft. platform body, sides available, repainted green, £250.
TWO BEDFORD 7-ton diesel tippers, repainted, metal bodies, from £460.
TWO 1958 AUSTIN J2 forward-control vans, both repainted and ready for immediate work, from £210.
1959 AUSTIN J2 milk float, repainted cream and blue, ideal for mobile greengrocer, £315.
1956 MORRIS LDI 1-ton van, mechanically sound, repainted to your choice of colour, £140.
1958 Thames 15-cwt. van, repainted, £210.

1957 Thames 7-cwt. van, factory blue, £225.
1957 AUSTIN A55 pick-up, grey, heater fitted, £230.
1957 AUSTIN A35 van, repainted green, £195.

SEVERAL COMMER Cobs in various colours, fitted with rear seat, ideal dual-purpose vehicles, from £150.
SEVERAL COMMER E.D.V.s in various colours, from £175.

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LEYLAND, ALBION DEALER,

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NEAR PONTEFRAC.

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ALBION Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1958, Leyland engine, 6-speed gearbox, platform body.
ALBION 8-wheeler, 1954 (December), 23-ft. platform, very clean.
BEDFORD, 1959, with Boys third axle, 2-speed axle, 9 Bedford diesel, and 22-ft. drop-side body.
COMMER TS3, 1956, long-wheelbase tipper.
DODGE normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle.
ALBION Clydesdale, 1959, short-wheelbase chassis and cab, suitable for tractor.
MORRIS B.M.C., 1960, 7-ton long-wheelbase tipper, with alloy body.
ALBION Chieftain, 1955, with platform body and canopy over cab.

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SOUTH ELSMALL.

936-276

1960, August, B.M.C. high-sided coal tipper, £895.
A.E.C. Mercury 8½-ton 24-ft. flat, £850.
Commer P6 drop-side truck, 3-4-ton, £285, Atkinson short-wheelbase tipper, £245.
1958 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495.
1954 Bedford 7-ton K6 chassis and cab, £175.
1958 Bedford 6-ton, 300 diesel, flat, £450.
1958 Bedford 7-ton short-wheelbase tipper, £375.
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Commer TS3 7-tonner 18-ft. platform, 1957, £450.
Bedford P6 articulated flat, £195.
Guy Otter Luton van, 1953, £325.
Bedford Luton vans, diesel, choice of three from £225.
No reasonable offer refused.
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SPECIAL OFFER—

1959 BEDFORD Utilibus, £350.
1959 BEDFORD 10-12-cwt. van, £250.
1957 STANDARD pick-up, £175.
1956 STANDARD 6-cwt. van, £100.
1959 COMMER 8-cwt. van, £225.
1959 AUSTIN A50 pick-up, £275.

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PRALLS (HEREFORD), LTD.,

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, FORD, DODGE.

NEW Thames Trader 7½-ton diesel 138-in. wheelbase chassis-cab, fitted with Edbro twin-ram tipping gear and 12-ft. 6-in. all-steel 10-cu.-yd. body, 9.00 x 20 tyres, immediate delivery.
1960 7-ton Thames Trader diesel, 16-ft. 6-in. drop-side body, 8.25 x 20 tyres.
1959 7-ton AUSTIN diesel, 18-ft. drop-side body, power steering, 9.00 x 20 tyres.
1959 7-ton FORD Trader diesel 20-ft. platform lorry, 9.00 x 20 tyres, 2-speed axle.
1959 BEDFORD Boys 6-wheeler, 21-ft. platform.
1958 BEDFORD 7-ton, diesel Leyland engine, 17-ft. 6-in. drop-side body, 9.00 x 20 tyres.
1954 DODGE 7-ton short-wheelbase tipper, 2-speed, steel body.
1954 ATKINSON 8-wheeler, 6LW, double drive, air brakes, 24-ft. flat, one owner from new.

PRALLS (HEREFORD), LTD.,

HOLMER ROAD,

HEREFORD.

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1956 BEDFORD 5-type diesel, Scammell tractor.
1954 BEDFORD 5-type, 10-ton Scammell tractor.
1950 BEDFORD-SCAMMELL diesel tractor, clean.
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Pilot tipping rear, single-ram, complete, for £25.
5-ton long-wheelbase A-type Bedford.
1954 BEDFORD 10-ton Scammell tractor, R6 diesel engine, good runner, rough appearance.
Perkins P6 engine with A-type Bedford fitting.
1950 TROJAN van, fitted with Perkins P3 diesel engine.
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20 SCAMMELL 6-ton semi-low-loader trailer.
SCAMMELL trailers, all sizes, from £50.
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1959 ALBION Claymore long-wheelbase drop-side truck, 18-ft. alloy-framed body with double floor, 8.25 x 20 tyres, all in extremely good condition, fitted with cab heater, an new mechanically and in appearance, a genuine 39,000 miles only, £725.
BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres, in excellent mechanical condition, choice of three 1957 onwards from £375.
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1957 6D Thames Trader cattle container (Tiverton body) platform lorry, fitted heater, twin passenger seat and interior light, £650.
1957 November, AUSTIN diesel 30-cwt. forward-control van, one owner, very clean and sound, £295.
1958 FORD 7-cwt. Thames van, used privately only, £225.
1958 BEDFORD Workabus, a good sound vehicle, taxed, £275.
1953 FORD Thames, fitted with 4D engine, alloy Luton van, this vehicle is unmarked and very good mechanically, taxed until end February, 1962, £245. 937-6/16

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NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox and air brakes.
COMMER tractor with Scammell couplings.
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1955 ALBION Chieftain, 18-ft. body.

38 UXBRIDGE ROAD,

EALING, W.5.

Ealing 7987. 936-78

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- 1960 Trader 8-cu.-yd. tipper; choice of three.
1959 Thames 5-ton long-wheelbase milk-float truck, £455.
1953 Thames 4-ton P6 4-cu.-yd. tipper, £235.
1954 4-ton P6 long-wheelbase truck, £275.
1957 Trader 5-ton 6D long-wheelbase truck, £485.
1956 Thames 4-ton tipper, £325.
1956 DODGE 5-ton tipper, £295.
1956 Thames 6-cu.-yd. tipper, £350.

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- 1956 ATKINSON T745 tractor unit, complete with 14-ton Dymon trailer.
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1959 ATKINSON twin steer, 23-ft. platform body, excellent condition.
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NEW Thames 15-cwt. vans and trucks, also 12-seaters.
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NEW MORRIS vans, 4-ton-30-cwt., J2, J4 and LD.
ALL the above vehicles available from stock.
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1958 Thames 3-ton 4D diesel truck; also 30-cwt. model.
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1959 BEDFORD Workobus, one owner, excellent condition.
1956 Thames 4D 4-ton 1,350-cu.-ft. Luton.
1957 BEDFORD 700-cu.-ft. Luton.

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- FODEN 6-wheeler bulk tipper, £250.
FODEN 8-wheeler bulk tipper, £350.
E.R.F. 4-wheeler, 5LW, flat, £80.
E.R.F. 4-wheeler, 4LW, flat, £80.
AUSTIN 3-ton van, £30.

J. PIKE TRANSPORT, LTD., Slakin Drive,
Coventry. Toll Bar 3375-6. 936-66

- 1960 BEDFORD J6 7-ton double-drop-side truck, Eaton 2-speed axle, 9.00 x 20 tyres in excellent condition, choice of two at £745.
1959 7-ton Thames Trader drop-side truck, low mileage, £725.
1957 B.M.C. diesel farmer's wagon, 5-ton, as new, £445.
1953 BEDFORD 30-cwt. boxvan, £145.
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USED UNITS.

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1959 AUSTIN B.M.C. long-wheelbase platform truck, 6-cylinder B.M.C. diesel.
1958 FORD Trader, 6D, van, 14 ft. by 7 ft. 6 in. by 7 ft.
1957 COMMERCIAL TS3, 6-wheeler, Boys axle.
1957 DODGE 6-ton tipper, P6 engine.
1957 BEDFORD 29-seater bus, petrol engine, clean condition.
1947 GUY Otter tipper, Perkins P6 engine.
1956

SEND for detailed price list of all our vehicles.

USED UNITS.

WHITTLEFIELD,
BURNLEY, LANCs.
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- A New BEDFORD Marshall utility busette.
A New LEYLAND Super Comet 145C-11R chassis-cab.
A NEW BEDFORD 7-ton forward-control 120-in.-wheelbase 300 diesel 7-cu.-yd. Telehoist tipper (choice of three).
A NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer platform.
A NEW BEDFORD 6-ton, normal control, 120-in. wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).
1949 SCAMMELL 3-ton mechanical horse, excellent condition, with new 3-ton trailer, £325.
1957 COMMERCIAL TS3 tipper, wooden body, 9.00 x 20 tyres, £385.
1946 BEDFORD 2-ton hand tipper, £125.
1957 BEDFORD 15-cwt. van, £235.

936-337

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MAIN FORD DEALERS,
MID-SUSSEX.

OFFER FOR SALE THE FOLLOWING—

- BEDFORD 7-ton 7-cu.-yd. tippers, choice of two at £259.
NEW Thames Traders in stock for immediate delivery.
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THE HALE, N.17.

Tottenham 7771 (five lines).

- NEW Thames Trader 6D chassis-cab.
A Wide range of petrol and diesel engines, Commer 15-cwt. vans.
NEW COMMERCIAL personnel carrier, diesel, red.
1960 COMMERCIAL 15-cwt. petrol boxvan, hinged doors.
ALL the above available for immediate delivery.

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- 1960 A.E.C. Mammoth Major 8-wheel long-wheelbase drop-side tipper.
1960 COMMERCIAL TS3 long-wheelbase 7-ton tipper.
1958 DODGE twin steer 6-wheel tipper, Leyland engine, alloy body.
1958 DODGE twin steer 6-wheel drop-side, Leyland engine.
1959 FODEN 25-ton tractor.
1961 FORDSON Trader 72 long-wheelbase tipper; choice of five.
COMMERCIAL MOTORS (CLAY CROSS), LTD., Clay Cross, Derby. Phone, Clay Cross 3302—night extension. 936-33

- 3-TON (petrol) BEDFORD special boxvan, 1956 (June), one owner, excellent condition, repainted, £325.
5-TON (petrol) BEDFORD special boxvan, 1957 (April), one owner, repainted, replacement engine, £285.
1-TON MORRIS petrol van, 1955 (July), repainted, good condition, £165.
1-TON MORRIS van, PV, good runner, £65 (choice of two).
10-CWT. MORRIS J-type, 1955, £68.
10-CWT. MORRIS J-type, 1958, £110.
10-CWT. FORD van, £40.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penryn Rd. Kingston 5618. 936-107

HENSMANS, of Brentwood 5252, offer—

- 1956 MORRIS diesel 3-ton drop-side truck, £235.
1955 AUSTIN A55 pick-up, resprayed, £285.
1959 Thames 12-seater, fawn, £410.
1956 Thames 3-ton 4D boxvan, 750-cu.-ft., £225.
1955 LAND ROVER, petrol, good condition, £210.
1957 Thames 5-cwt. van, low mileage, resprayed, £225.

936-99

SOUTHERN COUNTIES GARAGES, L. TD., CRAWLEY, SUSSEX.

- AGENTS for Austin, Ford and standard commercials; always in stock.
NEW Thames Trader 4-ton drop-side truck, 152-in. wheelbase.
NEW AUSTIN 4-ton 404 forward-control chassis-cab, diesel.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
1960, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.
1959 Thames 2-ton van with 4D engine, £425.

CRAWLEY 20191 (SIX LINES).

936-345

Used Goods Vehicles (contd.)

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), L. TD.

- 1959, July, DODGE 6-ton 6-yd. diesel tipper, steel drop-side body, completely retred, a super vehicle in every way, bargain, £750.
1959 FORD Trader 7-ton truck, a specimen vehicle, £875.
1957 AUSTIN 5-ton diesel drop-side truck, well tired, one owner, £655.
1951 ALBION 5-ton platform truck, 4-cylinder diesel engine, well tired, ex brewery, £275.
1959 FORD Trader artic. unit with 24-ft. B.T.C. fifth-wheel coupling, 4-in-line trailer, taxed, one owner, £1,300.
1960, May, DODGE 6-wheel 20-cu.-yd. drop-side tipper, fitted with twin Edbro tipping gear, alloy floor, wooden-side body, £1,650.
1959 BEDFORD 7-ton tipper, low mileage, one owner, £725.
IMPERIAL GARAGE, Hadleigh, Essex. Phone, Southend-on-Sea 557271 (10 lines). 936-346

VIGO MOTORS.

- 1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilabrake, farmer's model.
1959 BEDFORD Utilabrake.
1957 BEDFORD Workobus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 936-108

- 1959 7-ton Trader, diesel tipper, £700. 1951 5-ton Bedford short-wheelbase tipper, £70. Two 1950 Bedford long-wheelbase flats, £120 the pair. 1946 Austin upper short wheelbase, £45. Phone, Maiton 799. 936-x8896

- 1960 DODGE 7-ton platform truck, 2-speed axle, air brakes, good condition, £875.
1959 B.M.C. 5-ton diesel trucks, 18-ft. bodies, good condition, choice of three from £485.
1959 Thames Trader 7-ton tipper, choice of five from £525.
1960 Thames 6-wheeler, 23-ft. platform truck, completely overhauled, guaranteed, £425.
Arnold 7771. 936-115

PENFOLD MOTORS.

MAIN BEDFORD DEALERS.

- NEW BEDFORD TK 71-ton long-wheelbase drop-side truck, 350 diesel, immediate delivery.
NEW BEDFORD TK 7-ton extra-long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.
NEW BEDFORD TK 71-ton 6-cu.-yd. tipper, 350 diesel, immediate delivery.
NEW BEDFORD TK 7-ton 6-cu.-yd. tipper, 300 diesel, immediate delivery.
1959 LEYLAND Super Comet drop-side truck, 20-ft. body, £1,300.
1959 BEDFORD forward-control 4-ton drop-side truck, in primer, £525.
1957 BEDFORD D4A1 artic. unit, Scammell couplings, £180.
1956 BEDFORD SAO artic. unit, with Scammell couplings, £300.
1952 DODGE 105P6 drop-side truck, £150.

MANY good BEDFORD Utilabrades available.

PENFOLD MOTORS.

2-22 BURNT ASH ROAD,
S.E.12.

Lec 1202. 936-372

- 1959 B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper, Pilot body with double underfloor gear and Eaton 2-speed axle, £775.
1959 FORD 7-ton Trader, 160-in. wheelbase, with drop-side truck body, £650.
1959 FORD 7-ton truck, £650.

GILBERT RICE, LTD., 2-14 Worthing Rd., Horsham. Phone 4331. 936-215

- 1960 FORD Trader 7-ton 160-in. wheelbase platform truck, excellent condition throughout, £695.
1959 FORD Trader 3-ton 4D 12-ft. 6-in. boxvan, fitted roller shutters at sides and rear, 40,000 miles only, absolutely immaculate, £595.
1958 FORD Trader long-wheelbase fixed-sided tipper, £495.
1957 FORD Thames 4D long-wheelbase drop-side tipper, £195.
1956 BEDFORD S-type P6 tipper, steel fixed-side body, in very good condition mechanically, well tired, £250.
SANDICLIFFE GARAGE, LTD., Stapleford, Nottingham. Phone, Sandiacre 2234. 936-261

- 1960, June, AUSTIN B.M.C. diesel 6-wheel flat, 22-ft. body, Boys third axle, power-steering, a first-class machine, £775.
1955 ALBION Relver 6-wheel chassis and cab, few parts missing, suitable for spares, £100.
HOMALLOY tipping body, 14-ft. long, with fixed dem side, complete with double ram Pilot gear, £95.
4LW Gardner oil engine, complete with Bedford S-type gearbox, £75.
ROSES COMMERCIAL MOTORS, 406 Wigan Rd., Bolton. Phone 61599 day; after hours, 62479. 936-264

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SELECTION OF USED VEHICLES.

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1958, October, FORD Trader 7-ton 6-yd. drop-side, Anthony tipper, one owner, £595.
1957 BEDFORD 6-yd. tipper, diesel, £395.
1956 BEDFORD 5-yd. tipper, diesel, £350.
1955 COMMER TS3, alloy platform body, £425.
1955 BEDFORD petrol tipper, medium wheelbase, £225.
1955 FORD Thames 4D 4-yd. tipper, £225.
1954 December, FORD 4D 3-ton platform truck, very clean, £195.
1953 BEDFORD 4-yd. diesel tipper, £210.
1953 FODEN 5-ton 4-cylinder diesel with alloy platform body, £245.

PERCY HENDY, L.TD.,
VINCENTS WALK, SOUTHAMPTON 28331.
THAMES HOUSE, CHANDLER'S FORD 2271.
936-380

- 1960 BEDFORD 7-ton 300-diesel long-wheelbase platform, £650.
1960 AUSTIN Gipsy diesel, £425.
1958 BEDFORD 300 diesel 7-ton, 2-speed axle, alloy body, £450.
1955 ALBION Chieftain 7-ton diesel, alloy body, £275.
1951 ALBION Chieftain cattle truck, £130.
ERRINGTONS, Evington, Leicester. Phone 38102-3.
936-309
RUSHTON GARAGE, 110 Leeds Old Rd., Thornbury, Bradford, Yorks. Phone, Bradford 6527 day; after hours, Shipley 6125.
1960 AUSTIN B.M.C. diesel tipper, 12-ft. all-steel body, one owner from new, £675.
1955 FORD 4D 3-4-ton Luton van, 1,250 cu. ft. capacity, in very nice order, £295.
936-265

BIRMINGHAM COMMERCIAL OFFER—

- NEW MORRIS 5-ton Luton vans, 1,250 and 1,650 cu. ft.
1959 Trader Luton, 1,650-cu.-ft. body.
1958 BEDFORD 2-ton boxvan.
1960 GUY 8-wheel tipper.
1954 FODEN 8-wheel tipper.
1956 ATKINSON 8-wheel tipper.
1960 DODGE 8-ton, long wheelbase.

BIRMINGHAM COMMERCIAL MOTORS,
WRIGHT STREET,
BIRMINGHAM, 10.
Phone, Victoria 0437. 936-399

- DICKINSON AND ADAMS, LUTON, LTD.,** Leagrave Rd., Luton, Beds, offer—
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1955, October 18, COMMER 7-ton TS3 diesel platform, alloy frame, wooden floor, £285.
1959, July, FORD Trader 3-ton 4D diesel tipper, Anthony underbody gear, 11-ft. body, low mileage, good condition, taxed December, £525.
1956, MORRIS 5-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £125.
1953, November 26, BEDFORD 7-ton drop-side truck, taxed to December, 16-ft. body, £85.
1958, MORRIS JB van, 10-12-cwt., £175.
1958 BEDFORD CA van, £185.
1958 BEDFORD Grafton Grosvenor, 12-seater, resprayed as new, £320.
1948 5-ton AUSTIN petrol drop-side truck, well shod, taxed to December, £100.
DICKINSON AND ADAMS, Luton 51221. 936-342

- NEW COMMER 2-ton walk-thru van, diesel engine, immediate delivery, list price.
1959 STANDARD Atlas van, dark blue, side loading door, one owner, £225.
1957 COMMER 11-cwt. van, diesel engine, good condition, £250.
PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Phone, Denham 2716, Gerrard Cross 2545.
936-358

- 1954 4-ton short-wheelbase DODGE petrol tipper.
1953 6-ton long-wheelbase DODGE, petrol, high-sided body.
1953 6-ton long-wheelbase DODGE diesel double-drop-side tipper.
1947 MAUDSLAY unit and low-load trailer.

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- BRAND-NEW BEDFORD Workbus and Utilabrades.
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1955 FORD 5-cwt. van, black £125.
1956 5-cwt. van, grey, exceptional condition, £250.
1960 7-cwt. van, very good condition, £150.
1956 3-ton FORD truck, £100.
1953 CHOICE of other 5-cwt. FORD vans in stock.
PLEASE PHONE GUILDFORD 62962.
936-325

- 1956 GUY Warrior, 21-ft. platform, in very good order, £500.
1954 GUY Otter, alloy platform, reconditioned P6 engine, £180. 1949 E.R.F. 5.4, 18-ft. platform, £300.
1950 MAUDSLAY Mosul Mk. III, 20-ft. platform, rough, £100. Snelling, Brook Hill, Copthorne Bank, near Crawley, 937-8932
1958 FORD Thames 7-cwt. van, £210.
1958 FORD Thames 4-ton 4D truck, very good condition, £425.
1958 DODGE 6-ton tipper, good condition, £375.
1955 BEDFORD Workbus 12-seater, new engine just fitted, £200.
1958 BEDFORD Dormobile caravan, 2-berth, £400.
1951 AUSTIN A70 pick-up, £65.
1950 AUSTIN 5-ton truck, £100.
1950 Willys Jeep M.O.T., £75.
1957 BEDFORD 7-ton long-wheelbase drop-sided diesel truck, £425.
1958 AUSTIN 15-cwt. Omnivan, good condition, £285.
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interior counter and fittings, finished in primer.

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Group Distributors, Doncaster Rd., Scunthorpe. Phone

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TRADER 7-ton 108-in. wheelbase diesel Anthony hoist 6-cu.-yd. drop-side tipper.

TRADER 7½-ton 138-in. wheelbase 6D diesel chassis-cab.

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THAMES Trader 75 6D 160-in. wheelbase chassis-cab, 5-speed gearbox.

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NEW SCAMMELL 25-ft. hitch trailer (choice of two), £475.
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ALL TYPES OF BODYWORK AVAILABLE. 936-44

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ATLAS Major van, now offered at £450, and the Atlas Major pick-up, £440.
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1951 BEDFORD Duple 33-seaters, exterior grey-red, choice of two, certificates of fitness to 1965, £750-£800.
1950 BEDFORD Duple 29-seater, exterior grey-red, certificate of fitness 30.9.63, £475. Burrett and Wells, Ltd., Melkham Wells. Phone 2116. 936-28565

Used Passenger Vehicles (contd.)

1950, September, BEDFORD Duple 34 adjustable seats, roof quarters, heater, radio, certificate of fitness 1965, price £550. Swarder, Walkers, Stevenage. Phone, Walkers 238. 937-28784

1960 Two BEDFORD Super Vegas, mileage under 20,000, K. mouldings, wheel discs, two heaters, immaculate, finish blue and grey, first £5,000 secured. F. Manning and Sons, Ltd., Ca. Jiff St., Aberdare 2154. 936-6580

1957 BEDFORD petrol, 41-seater Burlingham body, certificate of fitness 1964, excellent condition.
1958 BEDFORD petrol, 41-seater Burlingham body, certificate of fitness 1965, excellent condition.
WATSONS (WINSFORD) MOTOR SERVICES, LTD., 67 High St., Winsford, Cheshire. Phone, Winsford 2262. 936-6581

1957 BEDFORD Europa 41-seater, 1954 Bedford Plaxton (7 ft. 6 in.) 36-seater. Both vehicles maintained as new, been carefully driven, private hire only, fitted full luxury seats, quarter lights, heaters, wheel discs, tyres as new, etc., certificate of fitness 1964, £2,550 and £1,550, or offer. Accept good Vista in part. Phone, Nottingham 271151. 936-28648

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1947 BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness 1963, (taxed January, 1962, £175).
MOUNT ROSE COACHES, 144 Broom Hill Rd., Strood, Kent. Strood 78125. 936-28677

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VAUXHALL AND BEDFORD MAIN DEALERS.

1960 BEDFORD petrol 8-ft. Duple Super Vega coach, exterior green and grey, in first-class condition, one owner, certificate of fitness 1967, choice of two, £2,950.

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VICTORIA ROAD,
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A47

Used Passenger Vehicles (contd.)

1957 SBI BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heater, wheel trims, public address and radio, excellent order throughout, only £2,295 or near offer.

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1961 BEDFORD SBI 41-seater Harrington, roof quarters, radio, microphone, £3,050.

1960 A.E.C. Reliance front-entrance Duple Britannia, many extras, very low mileage, £4,650.

1960 BEDFORD SBI 41-seater Duple Super Vega, red moquette, heater, blue and ivory exterior, £4,150.

1959 BEDFORD SBI 41-seater Plaxton Embassy, radio, heater, blue and ivory exterior, choice of four, certificate of fitness 1966, price from £2,650.

1957 BEDFORD SBI 41-seater Duple Super Vega, fitted radio, microphone, heaters, quarter roof lights, tubular racks, moquette to side casings, wheel discs, certificate of fitness 1964, excellent condition, choice of two, price £2,350.

1956 BEDFORD 41-seater Burlingham Plaxton and Yeates, certificate of fitness 1966, choice of three only, price from £1,995.

1955 BEDFORD 36-seater Duple Vegas, choice of two excellent vehicles, certificate of fitness 1965, price £1,695.

1954 BEDFORD 36-seater Duple Plaxton and Burlinghams, certificates of fitness 1964, from £1,350 to £1,600.

1953 BEDFORD 37-seater plus courier Plaxton, red moquette, radio, heaters, certificate of fitness 1963, price £1,275.

1951 BEDFORD 33-seater Plaxton, choice of two, £650.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY-TESTED COACHES.

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NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

Southern Area, phone Tavistock 2739. 936-277

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VAUXHALL AND BEDFORD MAIN DEALERS.

SEASONAL REDUCTIONS.

1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red interior trimmed red, coach in really first-class condition, certificate of fitness 1964.

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All vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

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WELWYN GARDEN CITY, HERTS.

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ALEXANDER AND WALKER, LTD., Weston Sub Edge Station, Bretforton, near Evesham, Worcs. 936-175

1956 BEDFORD Super Vega 41-seater coach, petrol, 2-tone blue, blue interior, heater, radio, immaculate, just been recertified until 1966, £1,995.

VINCENT GREENHOUSE (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347. 936-319

A48

Used Passenger Vehicles (contd.)

1961 BEDFORD 41-seater Duple diesel, £3,350; 1959 Bedford 41-seater Plaxton diesel, £2,950; 1959 Bedford 29-seater Duple Vista, £1,850.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 936-441

1951, November, BEDFORD 33-seater, certificate 1965, green, cream, £600. Sonning 3171. 938-x8931

1961 BEDFORD Plaxton 17-seater luxury coach, nominal mileage and in immaculate condition, diesel engine, chrome discs, quarter lights, radiator and host of extras. Phone, Advertiser, Torquay, 65194 Devon. 936-x8923

1961 BEDFORD, petrol, 8 ft., 41 seats, Plaxton, radio and public address, 17 quarter lights, gangway armrests, power steering, heaters, three 3-way lift-up lights, Michelin X, discs, extras, £375, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage 15,000, £3,200, lovely job, cost £4,275.

MALLINSON'S MOTOR TOURS, Ellerslie Square, Windermere. Phone 161, 484 or 321. 936-478

BEDFORD Duple Super Vegas, 1956, 41 seats, 1955, 36 seats, choice of two. All with roof and quarter lights, radio and heater, painted cream-black with autumn tint interior. These vehicles have been completely overhauled, repainted and retired last April, they are immaculate in every way, only used on tours and private hire, must be seen, certificates of fitness, 36-seater, 1965, 41-seater, 1966, H.P. terms available.

FLIGHT'S TOURS, LTD., Coach Station, Berners St., Loxells, Birmingham. Northern 0941. 936-486

Bedford Wanted

LATE BEDFORD 41-seater Vega K, moulding, low mileage, Rambler Coaches, 22 Western Rd. St. Leonards, Sussex. 936-x8771

41-SEATER BEDFORD with 7-ft. 6-in. body.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 936-444

COMMER

1951 COMMER Avenger, 33 seats and courier, Plaxton 8-ft., heaters, radio, wheel discs, certificate of fitness December, 1963, £3,00, Saffords, Grandden; Sandy, Beds. Phone, Great Grandden 395. 937-x8829

DON EVERALL (COMMERCIAL VEHICLES), LTD.

1960 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 40,000 miles only, available early October, can be painted to your instructions and delivered for £3,300 each; choice of six.

1959 COMMER TS1 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., as above, three only, £2,900 each.

1958 COMMER TS3 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,600 each.

1957 COMMER Beadle, fitted A.E.C. 5-speed gearboxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER TS3 41-seater coaches as above, overhauled and recertified 1966, £2,200.

1956 COMMER TS3 41-seater Plaxton coach, glass roof quarters, Formica panels, heaters, etc., painted to your instructions, £2,200.

1956 COMMER TS3 41-seater Duple coaches, fitted axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES), LTD.

34 CLEVELAND ROAD,

WOLVERHAMPTON 27081.

NIGHTS AND WEEKENDS 32347 AND 22293. 936-142

1956 COMMER TS3, 41-seater Duple, new engine, 5-year certificate, £2,350.

KINGSTON LUXURY COACHES, LTD., 43 Thames St., Kingston. Phone, Kingston 1155. 936-442

DAIMLER

1952 DAIMLER coach, four-year certificate, £750.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone Brownhills 2525-6-7. 936-189

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136.

Grams, "Quicksale."

USED PASSENGER VEHICLES.

DAIMLER double-deck buses, fitted with 5-cylinder Gardner engines, recently reconditioned throughout, mechanically perfect, the homely class in first-class order, two-year certificate of fitness ready for service. 936-171

1950 DAIMLER (CVD6 type) 33 luxury seater coach, Burlingham, low mileage, excellent clean condition, certificate of fitness August, 1964, £475.

MID-WALES MOTORWAYS, LTD., Transport House, Seven Square, Newtown, Mid Wales. Newtown 345. 936-186

FORD THAMES

1961 Thames Duple Yeoman, 41 seats, extra heater, Formica lining panel, Hydovac braking, certificate of fitness 1968, immaculate, £3,300, three available.

Yelloway Motor Services, Ltd., Weir St., Rochdale 3101. 936-147

Used Passenger Vehicles (contd.)

1961, July, Thames 41-seater Duple, mileage 5,000, everything as new, will take small Bedford or similar in part-exchange. Box CM3612, care of "The Commercial Motor." 936-x8897

LEYLAND

1951 LEYLAND Tiger 41-seater Plaxton, air brakes, well shod, condition as new, certified May, 1966, any trial, owner retired. Box CM3311, care of "The Commercial Motor." 936-x8793

LEYLAND PD2, 53-seater Brush low-bridge body, 8-ft. wide chassis, certificate of fitness. Terms.

NORTHS, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 936-296

FOR immediate sale. One LEYLAND double-deck bus, 56 seats, 1947, certificate of fitness to October, 1962, £200. This vehicle is just out of service following disposal of bus and coach operating business, and is ready for immediate service, etc. J. W. Lloyd and Sons, Ltd., Welsh Walls Garage, Oswestry. Phone 2233. 936-454

1953 LEYLAND 39-seater Burlingham coach, certificate of fitness to 1964, air brakes, heaters, radio. Hawkey's Tours, Newquay. 936-x8924

MORRIS-COMMERCIAL

1959 MORRIS Kenex County LD2, 14-seater p.v., small mileage, equal to new.

BEECHES GARAGE (HANLEY), LTD., Leek Rd. Hanley. Phone 23836. 936-458

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), LTD., COACH SHOWROOMS AND SERVICE STATION, FARNHAM TRADING ESTATE, FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m. After 6 p.m., Farnham 4481.

WE are now taking orders for 1962 model coaches, delivery from December onwards, Duple, Plaxton, Burlingham 41-seater bodies on new Bedford petrol and diesel-engined chassis, 2-speed axle optional. Also Bedford 29-seater models.

LET us quote now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches—

1961 Ford Thames Trader, 41-seater Duple, 2-speed axle, glass roof quarters, heaters, wireless, red interior, grey and pink exterior, exceptional condition, as new, certificate of fitness January, 1968, £3,650.

1959 BEDFORD SBI diesel, 41-seater Duple, many extras, sun vision, green interior, light and dark green exterior, one owner, certificate of fitness January, 1966, value £2,950.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, glass roof quarters, heaters, really clean coaches, choice of two, £2,975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras, used only on high-class touring work, green interior, grey, green, cream exterior, immaculate certificate of fitness 1966, choice of two, £2,950.

1959 BEDFORD SBI diesel chassis fitted with Duple 41-seater Super Vega body, exterior cream and green, interior grey and red, certificate of fitness September, 1966, choice of five from £3,100.

1958 BEDFORD petrol, 41-seater Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, fitted new Bedford 300-cu.-in. diesel engine, Duple 41-seater Super Vega body, red interior, £2,850.

1957 BEDFORD petrol 37-seater, blue interior, blue and grey exterior, one owner only, above average condition, £2,400.

1956 BEDFORD, petrol engine, Duple 41-seater, red interior, one owner, very clean, used seasonal work only, red-cream exterior, certificate of fitness May, 1966, choice of three from £1,975.

1955 DAIMLER Freeline, Duple Elizabethan 41-seater, red interior, maroon exterior, ex-Show model, certificate of fitness May, 1965, £2,000.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1953 BEDFORD petrol Burlingham Seagull 35-seater, corner seat, exceptional condition, Perspex canopy, lift-up vents, autumn tint interior, cream exterior, certificate of fitness June, 1963, £1,450.

1952 DENNIS J10A chassis, full-fronted Strachan body, 37-seater, green interior, certificate of fitness 1962, £250.

1952 BEDFORD Duple Super Vega 41-seater, corner seat, red interior, brown-yellow exterior, certificate of fitness June, 1962, 6975.

1951 DENNIS Falcon, 35-seater Plaxton body, 51-litre, 2-speed axle, red interior, £675.

1950 ATUSTIN 32-seater, Kenex full-front body, red interior, certificate of fitness 1963, £295.

WE specialize in speedy crash repairs, all trimming, painting, signwriting, steam cleaning and body-building can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

E. J. BAKER AND CO. (DORKING), LTD., COACH SPECIALISTS OF THE SOUTH, FARNHAM, SURREY. 936-430

V. COLEMAN.

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

BUSINESS of long standing with office, etc., good parking for coaches, lorries and cars, approximately eight acres of freehold land, frontage 600 ft. Write or phone as above, also Orpington 20824. 936-375

Used Passenger Vehicles (contd.)

SOUTHERN COACH CENTRE,

THE JX20 19-20-SEAT COACH.

LOW PRICE. LOW RUNNING COST.

ASK FOR DEMONSTRATION.

WE CAN GIVE IMMEDIATE DELIVERY
AT THE MOMENT.

- 1958 MORRIS Mini-Bus 12-seater P.S.V. in superb order, extras, nominal mileage, £550.
1956 MORRIS Kenex diesel 14-15-seater coach, now being reconditioned and fitted new diesel engine. Ideal for the small operator, £895.
1959 BEDFORD 12-seater P.S.V., carefully used for private work, £495.
1957 MORRIS Mini-bus, non-P.S.V., engine overhauled, nice condition, £285.
1960 TROJAN rural bus, fitted heaters, 12,000 miles only, in as new condition, this we can only describe as an absolute bargain, £795.
1959 BEDFORD Duplex 41-seater, full luxury, radio, P.A. in excellent condition, nominal mileage, £2,550.
1953 BEDFORD Plaxton 8-ft. 37-seater, mechanically excellent, certificate of fitness 1963, £1,195.
1952 BEDFORD Super Vega 33-seater, in above average condition, real bargain, £750.
1951 BEDFORD 35-seater Duplex, much above average certificate of fitness 1960, £1,100.
1950 COMMERCIAL Harrington 36-seater, a very attractive vehicle, certificate of fitness 1962, £295.
1950 COMMERCIAL Plaxton 33-seater, full front, extras, £395.
1949 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £395.
1957 MEADOWS 41-seater luxury coach, new diesel engine now being fitted in our own works, excellent order throughout, £1,950.
1952 SENTINEL diesel 37-seater coach, recent chassis overhaul, certificate of fitness 1962, ready for work, £675.
1951 DENNIS diesel, Reading body, full-front 33-seater, another excellent vehicle, certificate of fitness 1962, 5-speed box, extras, bargain, £550.
1939 LEYLAND half-cab, E39 diesel engine. We regret the diesel engine strikes a bit, previous owner now known as "Dartie", £100.

SOUTHERN COACH CENTRE,

TILHAM SERVICE STATION,

BATTLE, SUSSEX.

Battle 2875.

PHONE. FREEPHONE 319.

936-41

TAYLORS (GLOUCESTER). LTD.,

WORCESTER STREET AND EASTERN AVENUE,
GLOUCESTER.

Phone, Gloucester 22228.

WE have the following used vehicles in stock:-

- 1961 Thames Duplex, glass quarters, radio, heater, speech amplification, wheel discs, 18,000 miles.
1959 Thames Plaxton, radio, heaters, speech amplification, modified engine just fitted.
1957 BEDFORD Duplex 41-seater, radio, heaters, speech amplification, reconditioned engine, £1,950.
1960 BEDFORD Burlingham 41-seater, radio, heater, wheel discs, recess mats, mileage 27,000, £2,750.
1954 BEDFORD, grey-maroon, radio, heaters, certificate of fitness 1964, £1,600.
1953 BEDFORD Duplex, 37-seater, blue-grey, radio, heaters, certificate of fitness 1963, £1,000.
1953 A.E.C. Mk. 4 Harrington, dorsal fin, radio, heaters, grey-maroon, ex well known Midland fleet, above average condition, £1,600.
1953 A.E.C. Mk. 4 Burlingham 41-seater, maroon-grey, radio, heaters, certificate of fitness 1963, £1,050.
1952 BEDFORD Duplex, choice of three, 33-seaters, £950.
1952 BEDFORD Plaxton, choice of two, heaters, radio, £750.
A LSO selection of A.E.C. and Leyland half-cabs and full-fronts. Must be sold regardless.

PHONE:

NORTHERN AREA. BLACKPOOL 42784.

SOUTHERN AREA. TIBBERTON 324.

OR

BISHOPS CLEEVE 2961.

936-6578

1952 1955 1956

LEYLAND COACHES.

1953

BEDFORD COACH.

BODIES BY HARRINGTON AND DUPLÉ.

THESE COACHES ARE IN PERFECT CONDITION
AND CARRY GOOD CERTIFICATES OF FITNESS.
1948 FODEN 6LW ENGINE, WINDOVER BODY.

STOCKLAND GARAGE,

MARSH HILL, ERDINGTON,

BIRMINGHAM.

Phone, Erdington 2488.

936-146

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,

GLASGOW.

OFFER FOR

IMMEDIATE DELIVERY:

- NEW FORD Thames 41-seater coaches with bodies by Duplex, Burlingham, Harrington and Plaxton.
NEW LEYLAND PD3-2 72-seater front-entrance double-decker bus.
NEW TROJAN 13-seater coach, red moquette and leather.
May, FORD Thames Duplex 41-seater de luxe, cream exterior, red interior, Formica paneling, public address, quarter lights, 2-speed axle and modified brakes, mileage 16,900, certificate of fitness 1963, 991 UTC, £3,350.
1961 BEDFORD Burlingham 41-seater, diesel, paint red with ivory roof and side panels, red and cream moquette, TKU 770, £3,250.
1960 BEDFORD Duplex 41-seater, petrol, grey paint, red and grey check moquette, quarter lights, Formica pillars and sides, XGG 980, £3,000.
1960 FORD Thames Duplex 41-seater, maroon and cream, red moquette, YU5 773, £3,000.
1959 BEDFORD Duplex Super Vega petrol 41-seater, de luxe coachwork, cream exterior, red interior, heater and public address, certificate of fitness 17.6.66, 654 JTD, certificate of fitness 17.6.1966.
1959 BEDFORD Duplex Super Vega petrol 41-seater, luxury coachwork, cream exterior, red interior, heater and public address, certificate of fitness 18.6.66, 560 JTD, £2,750.
1959 BEDFORD SBS Duplex 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, TVA 128, £2,750.
1959 BEDFORD Super Vega 41-seater, petrol, 7 ft. 6 in. wide, paint grey, red moquette, XGB 12, £2,750.
1959 FORD Thames Plaxton 41-seater, paint cream, red moquette, quarter lights, reg. No. 4 HLG, £2,850.
1959 FORD Thames Plaxton 41-seater, cream exterior, red interior, heater lights, certificate of fitness 1960, registered No. 6 HLG, £2,850.
1958 BEDFORD CSX Duplex 36-seater, service diesel, blue and cream paint, blue moquette, certificate of fitness 1965, two off, SVA 437, SVA 438, each £1,450.
1958 BEDFORD Duplex 29-seater, diesel, paint brown and cream, moquette grey-red check, ESV 89, £2,000.
1958 COMMERCIAL TS3 Duplex 41-seater, paint red and cream, red moquette, top sliding windows, 608 BDH, £2,750.
1957 ALBION Aberdonian Plaxton 41-seater, red and cream paint, cream moquette, DEK 43, £2,650.
1956 COMMERCIAL TS3 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1960, HKT 784, £1,150.
1955 BEDFORD Duplex 36-seater, diesel, paint red and cream, blue moquette, GSD 241, £1,650.
1955 COMMERCIAL TS3 Beadle 44-45-seater, blue and cream paint, blue moquette, certificate of fitness 1960, HCS 817, £1,950.
1954 BEDFORD Plaxton 35-seater, petrol, paint cream, red moquette, SUM 662, £1,550.
LARGE selection of service buses, single and double decker with good certificates of fitness.

WE CAN ARRANGE

DEMONSTRATION

OF FORD THAMES COACHES
WITH BODIES BY
DUPLÉ, BURLINGHAM, PLAXTON,
HARRINGTON.

MILLBURN MOTORS, LTD.,

MILLBURN STREET,

GLASGOW, N.I.

Phone, Bell 4977.

ALSO AT

DUNDEE, CARLISLE AND PRESTON.

936-227

DISPATCH MOTORS.

MAIN FORD DISTRIBUTORS.
YOUR FORD P.S.V. SPECIALISTS.

- 1952 BEDFORD 33-seater Duplex, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness 1962, fitted new engine 1960.
1953 BEDFORD 37-seater, fitted heater, radio and speech amplification, certificate of fitness May, 1960, new engine fitted 1960.
1954 BEDFORD Duplex 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.
1954 BEDFORD Duplex 36-seater.
1959 BEDFORD diesel 41-seater Duplex, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, 41-seater Thames Burlingham 41-seater, red and cream, new engine conversion completed, manually operated door gear.
1960 (1961 model) FORD Thames Duplex, engine conversion just completed, fitted Hydovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed rear axle.
1961 (1962 model) FORD Thames Duplex, new conversions fitted, choice of three, for immediate delivery at 1961 prices.
1954 COMMERCIAL TS3 41-seater Duplex, certificate of fitness 1964, Eaton 2-speed axle, bargain, £1,500.
1954 SEDDON R6, Eaton 2-speed axle, 41-seater Duplex Elizabethan, two heaters, certificate of fitness 1964, bargain at £1,600.
NEW FORD Thames with Harrington, Plaxton, Duplex, Burlingham or Garratt bodies. Order now for your specifications and assured deliveries for 1962 season.

FORD DEMONSTRATIONS

AT YOUR CONVENIENCE.

PHONE, RALPH GILL, WATERLOO 4959.

OR CALL

98, 120 SOUTHWARK BRIDGE ROAD,

S.E.1.

936-8829

(Supplement)

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,

PRESTON.

OFFER FOR

IMMEDIATE DELIVERY:-

- NEW 1962 FORD Thames 6D diesel chassis, fitted Duplex and Burlingham Gannet luxury 41-seater coachwork.
1961 June, FORD Thames 6D Duplex Yeomans 41-seater de luxe, cream exterior, red interior, Formica paneling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 993 UTC, certificate of fitness 13.3.1968.
1959 June, BEDFORD, petrol, Duplex Super Vega 41-seater luxury coachwork, cream exterior, red interior, heater and public address, registration number 560 JTD, certificate of fitness 18.6.1966.
1959 June, BEDFORD, petrol, Duplex Super Vega 41-seater de luxe coachwork, cream exterior, red interior, heater and public address, registration number 654 JTD, certificate of fitness 17.6.1966.
1959 June, BEDFORD, petrol, Duplex Super Vega 41-seater luxury saloon, cream exterior, red interior, heater, public address, registration number 655 JTD, certificate of fitness 18.6.1966.
1959 April, BEDFORD, petrol, Duplex Super Vega 41-seater de luxe coach, Formica paneling, K-type mouldings, quarter lights, radio and public address, heater, wheel discs, immaculate condition, registration number 521 GVT, certificate of fitness 6.5.1966.
1959 March, BEDFORD, petrol, Yeomans luxury 41-seater saloon, cream and blue exterior, red interior, radio, public address, heaters, etc., registration number 698 HTC, certificate of fitness 1966.
1959 July, FORD Thames 6D Plaxton luxury 41-seater coach, in cream exterior, red interior, quarter lights, heater, registration number 3 HLG, certificate of fitness 9.7.1966.
1959 July, FORD Thames 6D Plaxton de luxe 41-seater, cream exterior, red interior, quarter lights, registration number 5 HLG, certificate of fitness 15.7.1966.
1959 July, FORD Thames 6D Plaxton 41-seater, cream exterior, red interior, quarter lights, registration number 0HLG, certificate of fitness 15.7.1966.
1958 COMMERCIAL TS3 diesel Duplex de luxe, 41-seater, cream and red exterior, red interior, radio, public address, etc., registration number 608 BDH, certificate of fitness 1965.
1955 BEDFORD, Perkins R6, Duplex 36-seater luxury coach, cream and red, good order, registration number GSD 241, certificate of fitness 1.7.1965.
1951 LEYLAND PS2 Burlingham full-front 33-seater.
1948 LEYLAND PDI high-bridge 56-seater, M.C.W. coachwork, certificate of fitness 1962. Choice of three.
1948 LEYLAND PSI Burlingham 31-33-seaters, 7.4 engines, certificates of fitness. Choice of six.
1946 LEYLAND PDI with M.C.W. 56-seater coachwork. Choice of six.
1946 A.E.C. Burlingham 36-seater buses, choice of two, certificates of fitness 1963.
1946 A.E.C. 7.7 Northern Counties 53-seater, low bridge, certificate of fitness 1963.
1946 GUY Arab, Gardner SLW unit, Eastern Counties 53-seater coachwork, certified.
LEYLAND TD4 and 5 with 1949 Alexander all-metal frame 53-seater low-bridge double-deck buses. Choice of 10.
LEYLAND TS7 7.4 engines with 1949 Burlingham 35-seater bus-type bodies.
LEYLAND TS7, fitted 1950 Duplex 8-ft. wide 31-seater bodies.
ALL the above are exceptionally clean and well tried.
N.B. Next Motor Auction, December 7, 1961.

FOR RELIABLE VEHICLES CONTACT

MILLBURN MOTORS (PRESTON). LTD.,

WALMER BRIDGE,

LONGTON, PRESTON, LANCs.

Phone, Longton, Lancs. 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF

A GOOD VEHICLE AND A FAIR DEAL.

936-73

LES GLEAVE, LTD.,

FOURWAYS GARAGE,

ARCLID, NEAR SANDHACH, CHESHIRE.

Phone, Smallwood 225, 226.

WE ARE NOW TAKING ORDERS FOR

1962 MODEL COACHES.

- 1959 FORD Harrington 41-seater, heaters, etc.
1959 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Plaxton 41-seater, heaters, etc.
1958 BEDFORD Duplex 41-seater, heaters, etc.
1956 BEDFORD Burlingham 41-seater, quarter lights, tubular racks, heaters, etc.
1956 BEDFORD Plaxton 41-seater, heaters, etc.
1955 COMMERCIAL TS3 38-seater.
1954 BEDFORD Duplex 38-seater, diesel.
1954 A.E.C. Mark IV, 41-seater Plaxton, heaters, etc.
1954 SEDDON, 41-seater Plaxton, heaters, etc.
1951 BEDFORD, 33-seater Plaxton, radio and heaters.
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.,

FOURWAYS GARAGE,

ARCLID, NEAR SANDHACH, CHESHIRE.

AFTER 8 P.M. PHONE SANDHACH 881 OR

SWINTON 2932.

936-300

A49

Used Passenger Vehicles (contd.)

F.C.S., L.T.D. F.C.S., L.T.D.
SPECIAL ANNUAL SALE.
SUPER DOUBLE-DECKERS.

GUY double-deckers, fitted 1953 Charles Roe 53-55-seater metalized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late-series low-mileage 51W Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£350.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half sliding windows, fitted late-series low-mileage 7.7 A.E.C., 51W Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £375-£450.

1948-46 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-65, price £450-£500.

SUPER COACHES AND SERVICE SALOONS.

1953 DAIMLER Freeline Roadmaster, with super fully fronted 35-37-seater Bellhouse Hartwell and Burlingham Scagall bodies, adjustable reclining super Continental seating, curtain seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,100.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental fully-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock, three only, price £750.

1950-49 A.E.C. Royal M6, III with 33-seater Plaxton, Duple and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1948-47 BRISTOLS with Eastern Coachworks and Beadle 31-35-36-seater thin-wall all-metal bodies, fitted low-mileage late-series 51W Gardner and Bristol AV engines, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £300-£350.

LATE-MODEL A.E.C. fitted 1954 fully fronted 35-seater Duple luxury coach bodies, no bulkhead, late-series low-mileage A.E.C. 7.7 diesel unit, from large operator in coastal resort, seasonal use only, certificate of fitness, choice of two, price £800.

1952 33-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being recertified and will receive four- to five-year certificate of fitness, choice of four, price £750.

1953 35-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, in immaculate mechanical and body condition, from large operator in coastal resort, seasonal use only, certificate of fitness 1963, choice of two, price £850.

1954 LEYLAND Beadles (first registered in February, 1954), with Beadle all-metal 26-seater Continental full-luxury bodies, special high-backed seating, centre roof lights, no bulkhead, in immaculate mechanical and body condition, certificate of fitness 1964, choice of four, price £700-£850.

1955 BEDFORD 21-seater Minibus, in super mechanical and body condition, painted to customer's colour requirements, choice of two, price £350-£400.

1949 BRISTOLS fitted Duple full-front luxury coach bodies, certificate of fitness 1963 and to end of 1964 with 6LW Gardner diesel units, seasonal use only, choice of 10, price £650-£750.

1949-48 A.E.C. Regals with Harrington 32-seater coach bodies, high-backed coach seating, fitted A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15 price £350-£400.

GENEROUS PART-EXCHANGE ALLOWANCE.

FREE SPARES.

OPEN SEVEN DAYS A WEEK.

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1949 LEYLAND PSI single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe bodies.

1949 GUY Arab 51W Gardner service saloons, single-deckers, C. H. Roe bodies, certificates of fitness 1962.

1943-45 GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificates of fitness 1964.

1943-45 DENNIS Lancet 6LW Gardner double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

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A SELECTION OF OUR USED COACHES.

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1959 41-seater Duple, red moquette, heaters, grey-red, new 300-cu-in. diesel engine fitted, certificate of fitness 1960.

1958 41-seater Duple, petrol, red-fawn moquette, heaters, cream-red, certificate of fitness 1963, choice of two, exceptionally clean.

1957 41-seater Plaxton, petrol, fawn moquette, heaters, blue, certificate of fitness 1964.

1957 41-seater Burlingham, petrol, red moquette, red-cream, certificate of fitness 1964.

1957 41-seater Duple, petrol, heaters, red moquette, cream-brown, certificate of fitness 1964, choice of two, immaculate.

1956 41-seater Duple, petrol, 2-speed axle, green moquette, green-grey, certificate of fitness 1960.

1956 41-seater Burlingham, petrol, red moquette, cream-blue, certificate of fitness 1960.

ANY of the above coaches can be converted to new 300-cu-in. Bedford diesel engine with soundproofing, etc.

CHOICE of 20 1951-1955 BEDFORDS with Duple, Harrington, Plaxton, Yeates, Gurney-Nutting coachwork, 33-37-seaters, petrol engines, all with certificate of fitness, special prices.

CHOICE of 10 1946-1950 BEDFORDS with Duple 27-29-seater Vicia coachwork suitable for works contractors, school contracts, mobile shops, etc., offered cheap to clear.

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1958 Reliance 43-seater Duple, front entrance, driver-operated door control, glass roof quarters, heaters, many extras, British Coach Rally winner 1958, cream-blue, certificate of fitness 1963.

1956 Reliance 43-seater Duple, central entrance, new engine fitted, A.E.C., new certificate of fitness November, 1966, grey-red.

1954 Reliance 41-seater Duple, red moquette, central entrance, heaters, maroon-grey, clean, certificate of fitness 1964.

CHOICE of eight Mark III-IV Duple, Harrington, Burlingham, Yeates 35-39-seater coaches, all with current certificate of fitness, special prices.

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1952 Royal Tiger, air brakes, 39-seater Thurgood coachwork, central entrance, red moquette, blue-cream, certificate of fitness 1961.

1951 Royal Tiger 41-seater, air brakes, Harrington dorsal-fin coachwork, red moquette, cream-red, new certificate of fitness to 1965, choice of two.

1950 Comet, 33-seater Burlingham, red moquette, finished maroon.

ALL USED COACHES OFFERED ARE SUBJECT TO BEING UNSOLD AND ARE OPEN TO ANY REASONABLE OFFER AFTER TEST.

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OUR forward buying policy will guarantee you early delivery of new Bedford petrol or diesel chassis with Duple, Plaxton, Harrington 1962 coachwork, and A.E.C. Reliance 30-ft. or 36-ft. Duple, Plaxton, Harrington coachwork to specification.

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936-127

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NEW FORD Thames diesel coaches, 1962 model, 41-seater Burlingham Gannet bodies, early delivery, 9.6 33-seater, full front, 1950, certificate of fitness to 1966.

A.E.C. fitness to 1966.
DENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1966.
DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.
BEDFORD Vistas, 29-seaters, certificates of fitness choice of three from £300.

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A DESCRIPTIVE PRICE LIST GIVING FULL DETAILS WILL BE SENT TO YOU ON REQUEST.

1960 BEDFORD Duple 41-seater, diesel, certificate of fitness 1967, black-red-cream; choice of two.

1959 BEDFORD Duple 41-seater, diesel, certificate of fitness 1966, black-red-cream; choice of two.

1958 BEDFORD Duple 41-seater, petrol, certificate of fitness 1965, cream; choice of two.

1957 BEDFORD Plaxton 38-seater, petrol, certificate of fitness 1964, ivory-blue.

1956 BEDFORD Plaxton 41-seater, petrol, certificate of fitness 1966, cream-blue.

1955 BEDFORD Plaxton 36-seater, petrol, certificate of fitness 1963, ivory-blue.

1955 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1965, black.

1955 BEDFORD Duple 36-seater, petrol, certificate of fitness 1963, blue-grey.

1954 BEDFORD Duple 36-seater, petrol, certificate of fitness 1964, 2-tone blue.

1953 BEDFORD Burlingham 35-seater, Leyland diesel, certificate of fitness 1963, cream-blue.

1952 BEDFORD Duple 35-seater, petrol, certificate of fitness 1963, red.

1952 BEDFORD Duple 33-seater, petrol, certificate of fitness 1962, maroon-cream.

1952 BEDFORD Plaxton 33-seater, petrol, certificate of fitness 1962, orange-cream.

1955 COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.

1955 COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.

1954 COMMER Plaxton 39-seater, diesel, certificate of fitness 1963, green-ivory.

1950 COMMER Plaxton 33-seater, petrol, certificate of fitness 1963, blue-grey.

1950 COMMER Plaxton 33-seater, petrol, certificate of fitness 1962, maroon-ivory.

1955 LEYLAND Duple 36-seater, diesel, certificate of fitness 1965, red-cream.

1951 LEYLAND Royal Tiger Window 38-seater, diesel, certificate of fitness 1964, blue-cream.

1950 LEYLAND Harrington 37-seater, diesel, certificate of fitness 1963, blue.

1953 A.E.C. Plaxton 35-seater, diesel, certificate of fitness 1963, green-ivory.

1951 A.E.C. Yeates 41-seater, diesel, being recertified, red-grey.

1954 SEDDON Duple 41-seater, diesel, certificate of fitness 1963, grey-black.

1957 AUSTIN 12-seater, petrol, certificate of fitness 1963, red-cream.

SUITABLE FOR WORKERS, CONTRACT OR TRAVELLING SHOPS.

1952 AUSTIN 30-seater, petrol, certificate of fitness 1962, brown-cream.

1951 COMMER Plaxton 33-seater, petrol, uncertified, cream-blue.

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NEW BEDFORD 300 diesel Duple 41-seater, bargain price.

1955 A.E.C. Reliance Burlingham 37-seater, certified 1955.

1952 BEDFORD Duple Vega 33-seater, radio, heaters, £825.

1952 DENNIS Lancet, Yeates full-fronted body, 37-seater, certified 1952, £575.

1947 LEYLAND PSI, Burlingham 33-seater, certified 1962, £250.

LEYLAND PSI engine, plus 1952 Harrington 35-seater body, certified 1963, £125.

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Used Passenger Vehicles (contd.)

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310-326 SYDENHAM ROAD,
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NOW is the time to be arranging your 1962 programme.

WHY not let us quote you for your new Thames, fitted with Duple Yeoman, Plaxton Embassy and Harrington Cavalier bodies.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

NEW Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream.

1961 Thames, 41-seater, full-luxury Duple body, fitted with radio intercom, heater, in excellent condition throughout, small mileage, as new, certificate of fitness 1960; choice of two.

1960 BEDFORD Vega 581 (oil engine), fitted with a 5-speed gearbox, 41-seater full-luxury Duple body, Formica side panels, heater, interior red moquette, exterior cream and green, in excellent condition throughout, certificate of fitness 1960.

1958-56-55 COMMERCIAL T33 41-seaters, fitted with Plaxton or Duple bodies, many extras, interiors red moquette, all in good clean condition throughout, certificate of fitness 1960, choice of seven.

1958, luxury Duple Britannia body, front entrance, fitted with heater, radio, intercom, in excellent condition throughout, certificate of fitness 1960.

1956 BEDFORD Plaxton 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1960.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1960.

1955 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1952 BEDFORD Super Vega, 37-seater full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1960.

1952 A.E.C. 9.6 oil engine, 39-seater full-luxury, Whitson observation body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1952 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1952 COMMERCIAL Avenor 33-seater, full-luxury Plaxton body, fitted with Eaton 2-speed axle, radio and heater, in good condition throughout, certificate of fitness 1960.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duple body, fitted with heater, in good clean condition throughout, now ready for recertification.

1950 BEDFORD Vista 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1960.

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1952 LEYLAND, fitted with PSI engine, full-fronted Beadle body 25 full luxury seats, certificate of fitness 1960, choice of five, price £150.

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SEVERAL LEYLAND buses, all with certificates of fitness, price £100-£250.

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1960, April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.

1959, May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.

1959, March, BEDFORD-LEYLAND 40-seater Super Vega, £3,150, blue-grey.

1958, April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.

1958, April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.

1953, July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

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1959, May, BEDFORD 41-seater Super Vega, £2,975, blue-grey.

1958, June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.

1958, May, BEDFORD 41-seater Burlington, £2,595, maroon-cream.

1957, April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.

1956, March, BEDFORD 41-seater Super Vega, £2,195, cream-ivory.

1955, April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.

1954, April, BEDFORD 38-seater Super Vega, £1,550, red-cream.

CHOICE of several of each vintage in stock!

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Used Passenger Vehicles (contd.)

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COACHES.

1950-1

LEYLAND PD2/3

FULL-FRONTED

SUPER LUXURY COACHES.

LOW-BRIDGE 49-SEATERS.

9.8-LITRE OIL ENGINES.

LOW-BRIDGE double-deck coaches.

8-FT. wide coachwork by East Lancashire Coachbuilders, 8 Perspex sliding roof lights, efficient interior heating system, enclosed rear platforms, specially constructed for long-distance travel, all vehicles are certified, seating can be increased if required to 53-seaters.

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1961, JUNE, BEDFORD.

POWERED LEYLAND COMET ENGINE,

YEATES FIESTA 41 SEATS.

BEAUTIFUL coach, as new, mileage 12,000, interior trim, red-figured moquette, exterior colours off-white and primrose, wireless, heater, etc., certificate of fitness June, 1968. Special bargain, can be inspected at the address above.

1947 LEYLAND PD1, 7.4-litre oil engine, high-bridge 50 seats, double-deck, coachwork by Massey, just released from service, certified, choice of five, from £250 each.

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NEW in stock M.O.S., reconditioned petrol engines, Bedford 28 h.p., Morris 6-cylinder 25.1 h.p., CL and CB types, complete including clutch. All packed in separate weatherproof wooden cases.

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1958 BEDFORD 581 Duple 41-seater, certificate to 1965, excellent condition, choice of five, £2,100 each.

1954 BEDFORD 581 Duple 36-seater, certificate to 1964, excellent condition, one only, £1,500.

1952 LEYLAND Royal Tiger, Burlington 39-seater, certificate to 1962, excellent condition, choice of two, £850 each.

1953 LEYLAND Royal Tiger, Burlington 39-seater, certificate to 1963, excellent condition, one only, £1,000.

THESE vehicles are all on private hire and can be seen by appointment at the above address. 936-6597

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DELIVERY from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duple and Burlington—for delivery now at pre-increase prices, offering savings on new prices of up to £150.

YEATES now offer a unique range of coachwork for every possible requirement. Apart from supplying every type of chassis and body, including Duple, Plaxton, Burlington, etc., we also invite your consideration of the very successful new front-entrance Bedford 41-seater luxury coaches and service buses which are available only from Yeates. Production of these types is strictly limited so we do ask for orders for these very soon if you would require delivery before April next year. We are also pleased to show you details of a very interesting range of coachwork to the new 36 ft. by 8 ft. 2½ in. regulations.

THE ONLY COMPLETE SERVICE TO

COACH OPERATORS

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(Supplement)

Used Passenger Vehicles (contd.)

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ACTUALLY IN STOCK AND READY FOR

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1955 BEDFORD 36-seater full luxury coach, certified August, 1965, £975.

1954 BEDFORD 36-seater full luxury coach, unmarked throughout, certified 1964, £795.

1951 LEYLAND 41-seater Royal Tiger, Leyland all-metal bus or coach body, in superb condition throughout, £950.

1952 LEYLAND full front 35-seater Beadle coaches, certified 1964, immaculate condition throughout, £250 each.

1951 AUSTIN full-front 32-seater coach, in reach of condition all round, certified 1965, £150.

1949 BRISTOL low-bridge double-deckers, in almost new condition, the bodies and seats are unmarked, all certified, £395 each, choice of 25.

1948-49 LEYLAND PD1, low-bridge double-deckers, these machines must be seen to be believed for their excellent clean sound condition, all certified, choice of 10, £375 each.

1949 A.E.C. high-bridge double-deckers, all with 9.6 engines and full air brakes, good clean serviceable machines, £325 each.

1944 5-6 GUY low-bridge double-deckers, all with 1952 all-metal bodies and Gardner 5LW and 6LW engines, choice of six, £275 each.

1950 A.E.C. 33-seater dual-purpose bus and coach, all definitely unmarked and certified 1965, £450 each.

1949 A.E.C. 35-seater service buses, all in super condition bodily and mechanically, 9.6 diesels, choice of eight, £295 each.

BRISTOL 35-seater service stations, all immaculate throughout, Gardner 5LW, A.E.C. 7.7 and Bristol A.V.W. engines, a very super fleet of vehicles, choice of 18, £325 each.

VERY special left-hand drive Continental 33-ft. long super luxury underfloor engine Sentinel coach, fitted with air conditioning system throughout, ideal for export or overseas tours, air brakes, overdrive top gears, good tyres, etc., £750, well worth £1,750, one and one only.

ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

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THE SMALL COACH SPECIALISTS,

HAVE THE FOLLOWING

VEHICLES FOR SALE.

1960 TROJAN 14-seater coach, finished in cream and blue, with blue trim, certificate of fitness until 1967, this vehicle is in new condition, has only done 12,000 miles from new.

1959 MORRIS Minibus, 12-seater, side-facing seats.

1959 AUSTIN Minibus, 12-seater, side-facing seats.

WE are taking delivery in a few days of a 1960 BEDFORD diesel 12-seater Minibus, full facing-forward seats, finished in dark blue with red trim, this vehicle is in very nice condition, being carefully used and well maintained, low mileage and ready for immediate work.

HIRE-PURCHASE arranged and generous allowances on part-exchange vehicles.

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LARGE STOCKS OF

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CHOICE of 1959-60 Bedford and Ford Diesels fitted with Plaxton, Duple and Burlington bodies.

LEYLAND Royal Tiger and A.E.C. 41-seaters, all carrying good certificates of fitness from £850 each.

A Number of T33 COMMERCIAL 1955-56 41-seater Plaxton immaculate condition.

Further 30 coaches including Maudslayi, Dennis, Leyland, Foden and Commer, prices ranging from £150 each.

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A51

Used Passenger Vehicles (contd.)

ALF MOSELEY, L.TD.
FORD THAMES P.S.V. DEALERS.

- 1960** FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type mouldings, choice of two, £1,200.
- 1959** BEDFORD (diesel) Harrington Crusader 41-seater, maroon interior with heaters, exterior grey-green and cream, certified February, 1960, £2,950.
- 1959** BEDFORD (petrol) Duple Super Vega 41-seater, red-grey interior with heaters, exterior cream and maroon, certified March, 1960, £2,850.
- 1958** BEDFORD (petrol) Duple Super Vega 41-seater, red interior, with heaters, exterior 2-tone blue, certified March, 1960, £2,650.
- 1957** BEDFORD Duple Super Vega 41-seater, red-tawn interior, with heater and radio, exterior cream-red, certified April, 1960, note the price, £2,485.
- 1956** BEDFORD Yeates Riviera 41-seater, red interior, with heater, radio and top sliders, exterior cream and red, certified March, 1960, £2,250.
- 1955** BEDFORD Burlingham Scagull 36-seater, red interior, with heaters, etc., exterior red and cream, certified February, 1960, £1,785.
- 1955** LEYLAND Comet Duple full-front 36-seater, glass roof quarters, radio, heaters, etc., exterior brown and fawn, certified 1960, £1,885.
- 1953** FODEN (Gardner) ACB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April, 1960, £1,885.
- 1952** BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May, 1960, £1,285.
- 1951** A.E.C. Mk. IV Burlingham Scagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June, 1960, £1,585.
- 1950** A.E.C. Mk. III (7.7) Burlingham full-front 33-seater, red interior with heater, etc., exterior red and black, certified March, 1960, £785.

KNIGHTTHORPE ROAD,
LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

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44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 1355.

NEW REDUCED PRICES.

WE ARE NOW TAKING ORDERS FOR 1962 MODEL COACHES.

- 1960** FORD 41-seater Duple, in excellent condition, wireless, heaters, etc., £2,950.
- 1959** COMMER TS3, 5-speed gearbox, air brakes, 36-seater Duple Continental body, £2,450.
- 1958** COMMER TS3 41-seater Plaxton, choice of two, £2,450.
- 1958** BEDFORD Burlingham 41-seater, immaculate, £2,400.
- 1957** COMMER TS3 41-seater Plaxton, wireless, heaters, £2,050.
- 1957** BEDFORD Duple 41-seater, wireless, heaters, certificate of fitness 1964, £2,150.
- 1956** COMMER TS3, 41-seater Duple body, 2-speed axle, certificate of fitness 1966, £1,925.
- 1956** BEDFORD 41-seater Duple, wireless, P.A., £1,925.
- 1955** BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965, £1,475.
- 1954** BEDFORD 36-seater, choice of two Duple and Yeates bodies, one £1,185 and one at £1,450.
- 1952** BEDFORD 31-seater, Duple and Plaxton, choice of two, £775.
- 1952** A.E.C. Mk. 4 41-seater Burlingham body, wireless, heaters, recently body re-certified, £1,175.
- 1951** LEYLAND Royal Tiger, 41-seater Harrington bodies, choice of two, £875.

BIRMINGHAM COACH SALES, L.TD.

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OFFER THE FOLLOWING SELECTION OF
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ALL THESE VEHICLES ARE IMMACULATE AND
WELL RECOMMENDED.

- NEW** BEDFORD SB5, fitted with Burlingham Gannet 41-seater body, 2-speed axle, finished in red and beige, radio SA, heater, roof quarter lights, for immediate delivery.
- 1954** BEDFORD, petrol, 35-seater Plaxton, finished in black and silver grey, red interior, radio and heater, certificate of fitness March, 1964.
- 1954** BEDFORD, petrol, 36-seater Burlingham, resprayed cream, retrimmed in maroon, radio and heater, certificate of fitness 1964.
- 1952** BEDFORD, petrol, 33-seater Duple Vega, roof quarter lights, finished in red and cream, reconditioned engine just fitted, being re-certified.
- 1954** DAIMLER CDB, fitted Burlingham 35-seater full front, finished in blue and white, heaters, certificate of fitness April, 1964, choice of three.
- 1950** A.E.C. 9.6, Harrington, crash box, 35-seater, radio, heater, finished in cream, certificate of fitness 1964.

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- NEW** FORD Trader diesel 41-seater Plaxton Embassy. N certified 1968 one available.
- 1958** 57 BEDFORD SB3 petrol 41-seater Duple Super Vega, choice two, Triplica quarter lights, heater, radio, immediate condition. (One 7 ft. 6 in. wide.)
- 1958** 57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.
- 1958** 56 COMMER TS3 (Roosters diesel) 41-seater Duple Super Vega, heaters, choice six.
- 1957** COMMER TS3 diesel 41-seater. Beadle Roadster, certified 1964, heater.
- 1955** BEDFORD SB3, petrol 41-seater Burlingham Scagull, grey-blue, certified 1966.
- 1954** GUY Arab (Gardner 6LW), 41-seater Burlingham Scagull, certified 1964.
- 1954** A.E.C. Reliance (7.75), 41-seater Burlingham Scagull, heater, radio, 2-tone grey.
- 1953** 51 BEDFORD SB3 (petrol), 33-38-seater Duple Vega Plaxton Envoy, Yeates, Burlingham and Gurney Nutting choice several, all certified.
- 1952** A.E.C. Mk. IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.
- 1952** A.E.C. Regal Mk. IV (9.6-litre) 41-seater Burlingham Scagull, heater, radio, choice two.
- 1952** COMMER (petrol), Reading 14-seater, cream and red, heater, certified 1962, £750.
- 1951** LEYLAND Royal Tiger (9.8-litre), 31-seater, Burlingham Scagull, cream-red, heater, radio.

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TWO 1952 OL, 1,350 cu. ft., £300 each.

TWO 1952 OL, 1,500 cu. ft., £350 each.

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1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.

DAWNIER MOTORS, LTD., Ewell 2382. 936-516

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NEW and used mobile shops on Ford and Bedford 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Wharton, near Loughborough, Leics. Phone, Hathers 291-2. 941-6014

MORRIS PV and JR canteens with reconstructed coachwork, rear and side service, reconditioned inside and out, choice of six. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 936-49

1960 Karrier Bantam mobile shop completely equipped; 1961 Thames Trader mobile supermarket with deep freeze; 1960 15-cwt. Fordon Thames; Austin A152 unregistered models at reduced prices, also 1960 and 1959 used Austin A152 models. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 936-48

1956, September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner, £275.
PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 936-254

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and exchange.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-237

A54

Miscellaneous Vehicles (contd.)

REFRIGERATED TRANSPORT

INSULATED bodywork with Thermo King refrigeration. Ycovil Sheet Metal Co., Ltd. Ycovil 2091. 936-464

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 936-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon Q4, 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £850 or £800 with diesel engine.
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 936-841

1952 MORRIS-COMMERIAL paraffin tanker, 1,200 gals., three compartments, 500, 400, 300, forward control, rear drum carrier, cheap, must sell, room wanted. Broughton's Whitebirk, Blackburn. Phone 5198. 936-8788

OFFERED, four 1950 AUSTIN petrol-engined 1,200-gal. 4-compartment spirit tankers, all running order, fitted Varley pumps, two with 60-ft. reeled hose, £150 each or near offer. Fredk. H. Burgess, Ltd., Stafford 1160. 936-18

ATKINSON 8-wheeler fitted with 3,000-gallon stainless-steel tank, three compartments, complete with discharge pump. Box CM362, care of "The Commercial Motor". 936-19

NEW 8-ton Dodge, fitted with Leyland engine and 308-4 cu.-ft. Bonalux Pneumajector bulk-carrying tank with blowing equipment.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, Yorks. Phone, South Elmsall 276 (three lines). 936-274

SELLECTION of new tankers, various models. Isherwoods Garages, Ltd., 110 Buxton Rd., Stockport. 936-268

BEDFORD paraffin tanker, 500 gal., ex Ministry, painted Regent colours, £125. Lawrence, Alfreton, Derbys. Phone 505. 936-179

950-GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham Middx. Phone, Feltham 6208, 3045. 936-200

NEW ALBION Caledonian 3,600-gallon fuel oil tanker; 1959 Leyland 3,600 fuel oil tanker; 1958 Scammell articulated 1,600-gallon fuel oil tanker; 1957 Bedford 2,400 fuel oil tanker.

HAITER BROS. Phone, Purfleet 5488. 936-361

VARLEY tanker pumps, type DH100. Harold Aston, Ltd., Langley, Birmingham. Phone, Broadwell 2317-8. 939-6029

FODEN 6-wheeler double-drive 1850 3-compartment lugged tanker, £575.

A. E. CONNORTON, 328 Brixton Rd., S.W.9. Brixton 1962. Sanderstead 1777. 936-378

1958 ALBION prime mover, Leyland engine, fire-screen and wired for petroleum regulations, fifth-wheel coupler, vacuum brakes, excellent condition, only £695 for quick sale.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 936-524

1953 LEYLAND Octopus 3,600-gal. spirit tanker with pump, choice of 10.
1952 A.E.C. 9.6 engine, 3,600 spirit tank with pump.

1952 ALBION 1,500-gal. 4-compartment spirit tankers, choice of four.

1956 BEDFORD artic., 2,400 gal., four compartments with pump, choice of three.

1952 COMMER 1,800-gal. spirit tanker, four compartments.

1956 B.M.C. 1,200-gal. fuel, oil or spirit tanker.

1954 BEDFORD, 1,500 gal., three compartments.

LEYLAND Comet 1,500-gal. 3-compartment spirit tank.

1950 Austin, Bedford 1,000- and 1,200-gal. petrol or diesel with or without pumps, from £150 to £225 each, choice of 50.

SEVERAL vehicle and storage tanks from 800 gal. to 4,000 gal.

F. A. DOLMAN, 215 North Rd., Southend-on-Sea. 936-519

ONE Scammell 2,000-gal. trailer tank, four compartments very clean condition. Harold Aston, Ltd., Langley, Birmingham. 939-6030

Tank Wagons Wanted

URGENTLY required for export order, modern 4-, 6- and 8-wheel mild-steel tankers for dry fuel-spirit transport, 1,500 to 4,000 gal. capacity. Only first-class vehicles considered. Please state details and price to Comberhill Garages, Ltd., Ings Rd., Wakefield, Yorks. 936-6595

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop side, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

THREE B.M.C. tippers, November, 1960, 25,000 miles each, only, Luton rear axles, power steering, 9.00 tyres, heaters, steel bodies, as new, h.p. balance to clear. Phone, Leeds 22453. 938-84841

FODEN 6-wheel 12-yd. tipper, good working order, £475. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 932-974

1961 GUY Invincible 8-wheel tipper, fitted with all extras, double drive and double drop-side alloy body, only £3,875, saving £2,000 on brand new cost. John Oule, R. H. St., Garraway, Skipton. 937-8788

Miscellaneous Vehicles (contd.)

TWO 1960 DODGE 6-wheelers, also two 4-wheelers, for sale. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow on Soar, Leicester. Quorn 2304. 936-14

TRADER 1959 7-ton 108-in.-wheelbase 6D C/C, 900 x 20 tyres, etc., good condition, £445. Dagenham Motors, Perivale 3388. 936-12

FODEN 8-wheeled tippers, 26-cu.-yd. alloy bodies, 2-stroke engines, choice of two single and double drive, automatic greasing throughout, ex large public concern, maintained in first-class order; further details from—

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 936-150

THORNYCROFT Sturdy Star, diesel engine, Edbro 3-way 5-cu.-yd. tipper, wooden body, good working condition, choice of two from £175. Colmore Depot, The Tything, Worcester 24451. 936-131

B.T.C. 26-cu.-yd. tipping trailer, new alloy body and Cross 22142. 936-131

1960 BEDFORD-YORK 14-ton artic. tipper, 20-cu.-yd. alloy body, Leyland engine, etc., will separate. Waltham Cross 22142. 936-198

1960 Thames Trader 6-wheeler bulk tipper in first-class order, one owner since new, 1950.

1960 BEDFORD 5-type, 300 engine, 2-speed axle, alloy body, almost as new, 1950.

1960 DODGE 6-wheel tipper, 373 Leyland engine, 2-speed axle, power steering, alloy drop-side 18-ft. body, in excellent order, £1,500.

1960 Trader 7-yd. tipper, Edbro ram, £650.

1960 BEDFORD J-type tipper, Telechoist ram, £850.

ALSO many other good tippers in stock, 4-, 6- and 8-wheelers, terms and exchange.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-245

1961 FORD Trader tipper, Hydrovac brakes, as new, £700. Leytonstone 4900. 936-356

USED tippers, all types, 4 to 28 yd. Bedford, Thames, Commer, Dodge, 4- and 6-wheelers. Consult us for your requirements. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 936-333

RYLAND GARAGE, LTD.

A SELECTION OF
8-WHEEL TIPPERS,
AT ATTRACTIVE PRICES.

1958 ATKINSON 6LW short-wheelbase bulk tipper, Pilot U7 gear, 26-cu.-yd. timber body, automatic greaser, latest fibreglass cab, 9.00 x 20 tyres, ready for work.

1959 ATKINSON 6LW coal tipper, many extras, fitted new alloy body.

1959 ATKINSON 6LX Gardner bulk tipper, Pilot gear, wood body, automatic lubrication, one careful owner, good set of tyres all round, repainted and available immediately.

RYLAND GARAGE, LTD.

RYLAND STREET,
OFF BROAD STREET,
BIRMINGHAM, 16.
Edgbaston 4501-5. 936-522

B.M.C. 12-ton 6-wheel (Boys third axle) November, 1960, 4-ft. drop-side, 20-ft. tipper, would take in part exchange unit suitable 12-14-ton load, flat artic., this tipper is in excellent condition, sale is owing to change of contract from tipping to lifting load. Box CM3617, care of "The Commercial Motor". 936-8922

1959 Thames Trader tipper with B licence. Box CM3615, care of "The Commercial Motor". 936-8930

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body, £745.

1960 FORD Trader 7-ton diesel short-wheelbase Hydrovac brake tipper, £750.

1959 BEDFORD short-wheelbase diesel 7-ton coal body, £450.

1957 BEDFORD short-wheelbase 7-cu.-yd. petrol tipper, immaculate, £150.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 936-514

1957 BEDFORD D-type diesel tipper, 6-yd. steel drop-side body, 36 x 8 tyres, sound condition throughout, £325 o.n.o. Consider part-exchange light van. Winton, Hants. 2967. 936-88927

Tipping Lorries Wanted

WANTED for quarry work, 4-wheeled tipping trailers, must be cheap. Box CM3020, care of "The Commercial Motor". 936-271

TRACTORS

COMMER Superpoise Mk IIIA 10-ton tractor unit, R6 diesel engine, 2-speed axle, heater, nearly new tyres and batteries, very sound condition. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 936-117

AUTOCAR 7.7 A.E.C. diesel, air brakes, first-class, as new, Michelin all round, 3,000 miles, 4 W.D. S.A.E. ideal site work dumper or heavy low loader, £600. Petrol Autocar, £150, S.A.E., air brakes. Scammell 6-ton petrol, 1953, £100. Bedford Tasker, petrol, 1952, £35, good condition. E. Wardle and Sons, Halton Gate Farm, Astmoor, nr. Runcorn. Phone 2386. 936-82

SCAMMELL tractor with Ballast box and towing hook, 6LW Gardner engine and low-ratio rear axle, Scammell heavy-duty tractor unit, 6LW Gardner, 1953, £100. 40 x 8 tyres, modern cab.

DIAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 936-208

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14.00 x 20, in perfect condition, ex petroleum company, £850 for the two. Monkton Motors, Ltd., Unbridge, Middx. Phone 35574. 936-479

Miscellaneous Vehicles (cont'd.)

1961, May, Trader artic. unit with automatic coupling, 12-ton 25-ft. platform trailer, the whole outfit in perfect condition, 12,000 miles only. £1,150.
GODFREY DAVIS, LTD., Neasden Lane, N.W.10, Doi 8090. 936-6025

1960 Thames Trader 6D artic. unit, S.A.E. coupling, in excellent running order, £550.

1959 COMMER TS artic. unit, S.A.E. coupling, in excellent order, £750.

1958 LEYLAND Comet artic. unit, Scammell coupling, in excellent order, £750; another similar unit with S.A.E. coupling, £750.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-248

1959, October, B.M.C. 5.1 diesel prime mover, fifth-wheel coupler, 9,000 x 20 tyres, only 36,000 miles, as new condition, one careful owner and fully recommended, any reasonable offer accepted to clear.

1958 ALBION prime mover, big Leyland engine. Universal fifth-wheel coupler, suitable for platform or tank trailer (petroleum reg. conversion), offers wanted.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16, Edgbaston 4501-5. 936-523

Tractors Wanted

WANTED, A.E.C. Mandator articulated vehicle or tractor. Full particulars and price to: Spiers Road Services, Old Broughton Rd., Melksham, Wiltshire. Phone, Melksham 2424. 936-5557

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12, Hillside 3631-2-3-4. 222-883

TRAILER Dollies, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 222-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 222-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low loaders, box bodies, platform, pantechonics and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 222-895

DYSON super trailers and semi-trailers.

The best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool." 222-829

TASKERS trailers and semi-trailers, for every type of load between 5 cwt. and 35 tons.

SUITABLE for most kinds of prime mover, Land Rover, vans and cars.

COUPLINGS available. Taskers S.A.E./S.M.M.T. or fifth-wheel type. Taskers D-S double-safety automatic, also mechanical horse.

TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 14-ton step-frame low-loader (S.A.E.); 6-ton Easy Load (S.A.E. and D-S); 15-ton Twinside (S.A.E.); 10-, 12-, 16-, and 25-ton drop-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer.

FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 25 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 222-961

Miscellaneous Vehicles (cont'd.)

DYSON 4-wheel 6-8-ton trailer, 16-ft. flat. Phone, Darwen 879. 936-6386

HANDS low-loading machinery trailers, four weeks' delivery, 20 and 25 tons payload, well length 20 ft. by 8 ft. wide. Write or phone for details, Hands (Letchworth), Ltd., Ickfield Way, Letchworth. Phone 1820. 222-976

HANDS 20-ft. 8-ton drop-side trailer in good condition, 8.25 x 20 tyres, £150.

BARKER'S GARAGE, Corringham, Gainsborough, Lincs. Phone, Corringham 263. 937-6602

E. C. G. TRAILERS, LTD.

HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.

NEW TRAILERS, ANY PICK-UP.

IMMEDIATE DELIVERY.

YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.

THE STONE WORKS.

SILWOOD STREET, S.E.16.

Phone, Bermondsey 1157-9. 940-06163

SEVERAL 8-ton trailer chassis, S.A.E. good, £100, air brakes. Dollies, 2-8-ton, S.A.E. £100 each. One 20-ton, 14,000 x 20, £120. E. Wardle and Sons, Halton Gate Farm, Astmoor, nr. Runcorn. Phone 2386. 936-84

16-FT. drawbar, vac. brakes, £45. 22-ft. low load semi-trailer, Scammell couplings, £175. 16-ft. draw bar Sentinel trailers, new D/Air-line brakes, low, £125. 45-ft. Queen Mary trailer, Tasker, excellent, unit extra, £225. Two-wheeled Hyd. Edon plant trailers, 6-ton brakes, £125. All types of trailers, units, 5-cwt. to 30 tons. **C. & A. MOTORS, LTD.**, London Rd. (A30), Hounslow 9139. 2575; 936-61

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD, STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 3222-3-4, 2136.

Grams, "QUICKSALE."

TRAILERS

EIGHT U.S. Army 20-ft. trailers with large box bodies, ideas for mobile workshops or offices, fitted with air brakes, front bogie detachable, with articulated and fifth-wheel couplings. Prices on application. 936-172

YORK 20-ton tandem axle trailer, air brakes, fifth-wheel, 25-ft. platform, £850.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 936-253

BRAND new genuine Scammell 12-ton 25-ft. platform trailer on 9,000 x 20 14-ply tyres, latest type heavy-duty chassis and coupling, £550, in stock now.

SCAMMELL 25-ton low-loader trailer, 20 ft. in well, knock-out axles, new tyres, complete with winch, etc., perfect condition.

USED Scammell trailers in stock, 15 ft., 18 ft., 20 ft., 21 ft. and 25 ft., all at very reasonable prices.

4-in-line 10-12-ton 26-ft. platform trailers, B.T.C. £450.

TASKER 12-ton articulated tipping trailer, steel bulk body, in excellent order, £450.

10-12-TON articulated low-loader trailer, Scammell coupling, 16 ft. in well, knock-out axle, as new and unused, £550. Another similar trailer with S.A.E. coupling, £525.

YORK 20-ton tandem axle articulated trailer, 28-ft. platform body, in excellent order, £750.

YORK 12-ton articulated trailer, 25-ft. body, in first-class order, £550.

ALSO many other types of trailer in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 936-244

Miscellaneous Vehicles (cont'd.)

10-TON Tasker, Hands and Merton low-loading trailers with knock-out axles.

20-TON S.M.T. trailers with draw-bars.

25-TON Carrimore 20-ft. well low-loading trailers with knock-out axles.

25-TON Freuhauf 22-ft. 6-in. semi-low-loading trailer with ramps.

45-TON Rogers tank transporter trailers.

MERTON ENGINEERING CO., LTD., Fines Rd., Feltham Middx. Phone, Feltham 6206, 3045. 936-207

ALMOST new Scammell 23-ft. semi-trailer, fitted boxvan body, approximately 1,300-1,400 cu. ft., 9,000 x 20 tyres, etc.

WILDE AND BENNETT, LTD., Hadfield. Phone, Glossop 2902-3. After hours, 2356 or 2656. 936-229

23-FT. 8-ton Scammell trailer, as new.

PIRBRIGHT GARAGE, Purbright Rd., S.W.18, Vandyke 6188. 936-362

NEW 11-ton 25-ft. trailer, Scammell coupling, 9,000 x 20 tyres, hardwood floor, £450 used tyres; £510 new tyres.

NEW 11-ton 26-ft. fifth-wheel trailer, vertical hydraulic landing gear, hardwood floor, 9,000 x 20 tyres, £550

RECONDITIONED Scammell undercarriage, £35 exchange.

CAMERON GARAGE, rear of 180-186 Park View Rd., Welton, Kent. Bealeyheath 1747. 936-416

20-FT. Crane drawbar trailer, multi-wheeler.

22-FT. Scammell semi-low-loader.

C. RUSSETT, 155 Millbank St., Northam, Southamp. 10 26590. 936-449

ALL types of Scammell trailers.

JACKERBY AND CO., Mayhills Farm, Ripple Rd., Barking, Essex. Dominion 5583. 936-436

NEW Northern trailers, 6-ft. 12-ton super, platform, combination, brakes, 25 ft., 14-ton platform, air brakes.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-2. 936-498

23-FT. by 7 ft. 9-in. SCAMMELL export trailer chassis, air brakes, as new, £225. Tring 3146. 936-408

200-GAL. 2-wheeled water tanker trailers (ex Ministry), choice of 10, price £40 each. L. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 936-483

10-TON Templewood 8-wheeled trailer, 21 ft. 6 in. by 7 ft. 6 in., 29 x 8 tyres, vacuum brakes, price £220. L. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 936-482

SCAMMELL 12-ton straight-forward trailer, 25-ft. platform body, 3-ft. 6-in. headboard, Scammell quick-release coupling and 9,000 x 20 (14-ply) tyres in primer. Further details from R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone 71161. 936-520

Trailers Wanted

SCAMMELL trailers, automatic coupling, 10-11-ton, 8.25 x 20, side and head board. E.V.E. Components Co., Ltd., Home Orchard, Thorney Lane, Iwer, Bucks. Phone, Iwer 287, Limbridge 4828. 936-8772

TWO 23-ft. 10-ton straight-framed platform trailers with Scammell couplings, 9,000 x 20 tyres. John Morrell & Co., Ltd., Bardon, Lincoln. 936-52

TWO ex-prefab trailers, condition immaterial. Butlin, The Lido Garage, Banbury. 937-6020

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares, Thunderside, nr Ware Herts. Ware 2288-9 or Hertford 3334. 222-862

ONE complete Hands J-type coupling, one complete Scammell coupling. Phone Darwen 879. 936-6589

SPARE PARTS AND SUPPLIES

A.E.C.

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-965

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 222-649

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NEW reconditioned transfer boxes for Matador, new injector pumps, Cundy and Stewart, Ltd., Alfreton, Derby. 222-668

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-936

A.E.C. Spare parts, full comprehensive range of engine spares covering 7.7, 8.8, 9.6 and 11.3-litre range, pistons, liners, crankshaft bearings, etc. R. E. Trem and Co., Ltd., Bawtry Rd., Flinningley, near Doncaster. Phone 203-4. 936-285

1955 8-wheeler, air pressure brakes, all parts available, including 5-speed gearbox. C.V.S. (Morley), Ltd., 78 Scotchman Lane, Morley. Phone, Morley 1847. 936-291

COMPLETE engines and gears for 9.6. Pearl Garages, Ltd., 37 South Ealing Rd., London, W.5. Ealing 9046. 936-471

Spare Parts and Supplies (cont'd.)

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CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-966

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-937

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

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BREAKING up for spares, Chieftain FT and CH3 models and Re-ver PF and FT models.

FORD AND SLATER, LTD., Gwendolen Rd., Leicester. Phone 36117. 939-6021

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USED UNITS, Whittlefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. 222-777

BREAKING 1950 8-wheeler, all parts. C.V.S. (Morley), Ltd., 78 Scotchman Lane, Morley. Phone, Morley 1847. 936-288

Spare Parts and Supplies (cont'd.)

AUSTIN

WHOLESALE stockists, Prynn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. 222-832

C. G. NORMAN (COMMERCIAL), LTD.

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Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. 222-764

RECONDITIONED engines with accessories, 3½-litre and 6 x 4, £45. New 3½-litre crankshafts, 66 serviceable gearbox, £10; 4 x 4 transfer boxes, £18; 6 x 4 differentials £16; New 6 x 4 rear axles, £25; axle shafts, £3. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-8. 936-926

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SPARES for most types available. 222-915

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Spare Parts and Supplies (contd.)

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-938

J. GIBBS, L. TD.,
AUSTIN DISTRIBUTORS,
AUSTIN AND B.M.C. REPLACEMENT PARTS
AND FACTORY REPLACEMENT UNITS.
LONGBRIDGE HOUSE,
BEDFORD, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). zzz-931

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AUSTIN DISTRIBUTORS FOR LONDON AND
ESSEX.
B.M.C. MAIN PARTS STOCKISTS
WITH COMPLETE RANGE OF PETROL AND
DIESEL PARTS, EXCHANGE UNITS, RECON-
DITIONED UNITS, ETC.
DAILY VAN DELIVERY SERVICE IN LONDON
AND ESSEX.
WELSH HARP, EDGWARE ROAD, N.W.9.
Hendon 6500.
LONDON ROAD, MARKS TEY, ESSEX.
Marks Tey 266.
BRANCHES:
Advance 6501; Ealing 6600; Streatham 0054; Hither
Green 6111; Fox Lane 1066. 936-963

SECOND-HAND Loadstar engines with accessories at
£15 each.
LARGE stock Loadstar new spares.
BOROPEX, LTD., Cubitt Town Wharf, Millwall, E.14.
East 4911.

BEDFORD

CROSSROADS COMMERCIALS, LTD., Gildersome,
near Leeds. Morley 4144-5-6. All spares and parts
in stock. zzz-968

USED UNITS, Whittlefield, Burnley (phone 2262).
Spares suitable for all models. zzz-648

A XLE cases, Q, A and S; also differentials and hubs.
Turner and Knight, Ealing 4298. zzz-912

QL New crown wheel and pinions, £6 each; second-
hand diff. and pinion ass. c/w bearings. All spares
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GUARANTEED NEW REMOULDS. FREE DELIVERY. KEEN PRICES.

9.00 x 20 12 PR. £12 5s.; 10.00 x 20 12 PR. £13 10s.; 11.00 x 20 12 PR. £13 10s.; 12.00 x 20 14 PR. £18 10s.; 14.00 x 20 18 PR. £24 10s.; 15.00 x 20 20 PR. £25.

TRAK Grip or Super Miller, other sizes available, cash, cheque, with order. Money back if goods returned, 14 days.

FREIGHTMASTER TYRES, Broughton Lane, Salford. Phone, Bla 6121. zzz-6583

TYRES for sale: surplus to export demands. Part-worn tyre bargains all sizes in stock. Example: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash, cheque, postal order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods sent on 14 days' approval against our money-back guarantee whether used or unused. Write or phone for quotation for any sizes not shown.

REF. CM, The Sterling Tyre Co., Ltd., First Avenue, Romagu Industrial Estate, Edmonton, London, N.18. Phone, Edmonton 7373. zzz-339

Spare Parts and Supplies (contd.)

CLAPTON TYRE SERVICE. Sound part-used tyres, 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 7.50 x 20, 8.25 x 20, 10.00 x 8, 9.00 x 20, 11.50 x 10.50 x 20, 13.50. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amb 7073. zzz-875

LORRY and car tyres, good sound second-hand, some as new, every possible size, cheap. London Tyre Stocks (CM), 15a Powell St., W.11. Park 0401. zzz-967

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. W.H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, mashed crankshafts, broken crankshafts and all other motor and diesel parts perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Bariquamar, Walsgreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. zzz-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc. zzz-602

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-602

WHEELS

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. zzz-988

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock. TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4288. zzz-913

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884

2,000 Wheels in stock of all types and sizes, English and American. zzz-938

Wheels Wanted

8.25 And 9.00 x 20 8-stud wheels required, 15s. delivered. C. Morgan and Son, Rosehill Garage, Waltham Chase, Southampton. Bishop's Waltham 133. zzz-370

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. zzz-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5271, for Bedford wheelbase extensions and York third-axle conversions. zzz-6534

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. zzz-657

WINDSCREEN assemblies, half-drops, sliding windows, and replacing service. British Steel Frame Co., Ltd., 201 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. zzz-82

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

E. & R.

By order of the SECRETARY OF STATE FOR WAR. MESSRS.

FULLER HORSEY

SONS AND CASSELL have been instructed to include in the

SALE BY AUCTION

in Lots at the ROYAL ARSENAL, WOOLWICH, LONDON, S.E.18, on

TUESDAY, DECEMBER 5, 1961

and following days at 10.30 a.m. precisely each day.

THREE FORDSON THAMES 5-TON DIESEL CHASSIS AND CABS; DIAMOND DIESEL T TRACTOR; FIVE FORD THAMES VANS; MORRIS 30-CWT. VAN; THREE FORD POPULAR AND CONSUL SALOON CARS; 450 VEHICLE EXAMINERS TOOL KITS; RUBBER OUTER COVERS, M.T. SPARES and numerous other effects.

CATALOGUES, is, each, admitting two persons on view days (Tuesday, Wednesday, Thursday, Friday and Monday preceding Sale) and one on Sale day, may be had, when ready, from the AUCTIONEERS' OFFICES, Dept. 13, 10 Lloyd's Avenue, London, E.C.3. zzz-6592

A60

Miscellaneous Advertisements (contd.)

A

MILLBURN GARAGE,

WALMER BRIDGE, LONGTON, NEAR PRESTON, LANCs.

ON THURSDAY, DECEMBER 7, 1961,

AT 2 P.M.

SALE BY AUCTION OF

PASSENGER BUSES, LUXURY COACHES AND COMMERCIAL VEHICLES.

ENTRY FORMS ON APPLICATION FROM

JOHN WATSON AND SONS,

BANK BUILDINGS, GRAHAM SQUARE,

GLASGOW, E.I.

Phone, Bridgeton 6771-3.

Longton (Preston) 3255. zzz-445

BUSINESSES, PREMISES, OFFICES

ETC.

OLD established haulage business, limited company, south-west Lancs, modern fleet 22 vehicles, excellent premises and stores. Box CM349, care of "The Commercial Motor." zzz-6574

FOR sale, two low-loaders with 24 tons A licence. East Midlands Area. Box CM3518, care of "The Commercial Motor." zzz-6604

Miscellaneous Advertisements (contd.)

GARAGE.

KINGS ROAD, CHESEA.

LARGE CLEAR COVERED SPACE.

EXCELLENT NATURAL LIGHT WITH

OFFICES, FLAT WORKSHOPS AND STORE £2.50 PER ANNUM, EXCLUSIVE.

ROGERS, CHAPMAN AND THOMAS.

Tem 1134. zzz-45

HAULAGE business for sale with A and B licences, East Midlands. Box CM3517, care of "The Commercial Motor." zzz-6603

PERFECT site for transport and storage depot for sale freehold, or lease considered.

1.3 Acres, fully industrial, situated on main A12 London 13 to Colchester road.

A L roads and services completed, with new 4,600 sq. ft. factory building, with new block of offices, also new 3,000-sq.-ft. storage building.

PERMISSION granted for 30,000-sq.-ft. storage buildings and a 10,000-sq.-ft. factory.

SITE adjoins Crittall's new galvanizing factory. First-class road access everywhere.

PRINCIPALS only. Phone, Arnold Kahn, Witham (Essex) 3140, or evenings. Witham 3156. zzz-346

MATLOCK, Derby, small wooden garage to let, or would sell, freehold, with built acre building (two houses), £5 10s. weekly exclusive, Quorn (Leics) 2204. zzz-12

LIMITED company, three 8-wheelers, 1959, 23 tons, general goods. Box CM369, care of "The Commercial Motor." zzz-77

1960 A.E.C. 3-wheeler, general goods. Box CM368, care of "The Commercial Motor." 936-76

ESTABLISHED haulage business, 45 tons, general goods. Great Britain, Metropolitan licence, limited company. Box CM367, care of "The Commercial Motor." 936-75

WELL established haulage business consisting of 36 tons of open A licence on 3, 8-wheeler vehicles and trailers, Metropolitan area, plenty of scope for expansion. Phone, Waltham Cross 24610. 936-530

A licence, two vehicles, 11 tons, Metropolitan area. Box CM347, care of "The Commercial Motor." 936-487

SEE our advert under Miscellaneous for large and small A and B licence businesses. Wide and Bennett. 936-230

SEVERAL West Midlands haulage businesses with good normal user and premises. Prices and particulars on application to Birmingham Commercial Motors, Wright St., Birmingham, 10. Phone, Vic 0437. 936-400

Businesses, Premises, Offices, Etc., Wanted

COMMERCIAL premises, etc., hardstanding, depot or similar, within 10 miles of M1 or A5. Box CM3514, care of "The Commercial Motor." 937-6600

DEPOT or hardstanding for transport, West Herts-South Beds. Box CM3511, care of "The Commercial Motor." 937-6599

WANTED, A licence approximately 3 tons general goods Metropolitan Area. R. Draper, 2 Badger Hall Avenue, Thundersley, Essex. 937-88926

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, L. TD.

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356 OR 2656. 936-231

STORAGE premises wanted for commercial vehicles, leasehold or freehold, any part of London. Box CM3519, care of "The Commercial Motor." 936-202

SMALL profit-making haulage business required, in Metropolitan area, existing management retained, fullest details to Box CM3524, care of "The Commercial Motor." 936-273

CONTRACTS FOR HIRE AND WANTED

CONTRACT A work wanted for two 1961 tipper, South preferable. Box CM364, care of "The Commercial Motor." 936-5852

A contract licence wanted, owner-driver, West Riding Yorkshire, up to 12 tons capacity; any class of work undertaken. Box CM3616, care of "The Commercial Motor." 936-88928

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engine, good working order, £240. L. W. VASS LTD., Ampthill, Bedford. Ampthill 3255. 222-815

HAULAGE AND BACK LOADS

SMALL firm operating bulk tippers from Nottingham to South London wishes to contact similar firm operating in opposite direction, with object of assisting each other with regular back loads. All replies in strict confidence to Box CM365, care of "The Commercial Motor." 936-8851

MISCELLANEOUS

ATTENTION!

TANKER OPERATORS.

STOTHERT AND PITT WAGON PUMPS.

SALES AND SERVICE AGENTS.

Service Units and Spares.

Postal Service.

HAROLD A. STON, L. TD.

LANGLEY, BIRMINGHAM.

Phone, Bro 2317. 936-959

PACKING AND SHIPPING

ROYAL 5161. The quickest way of shipping your car anywhere in the world is through FLEXHILL SHIPPING CO., LTD., 6 Rangoon St., E.C.3. 936-741

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E. etc., on details of exams and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London W.8. 222-812

MORRIS-COMMERCIAL vehicle distributors for Bath and Swindon, require additional salesmen. Applications will be treated in strict confidence. Write, Sales Manager, Trans-Aide, Ltd., Norfolk Buildings, James St. West, Bath. 937-6502

SALES MANAGER, fully experienced man required for main dealership in South London. Inquiries in strict confidence. Box CM358, care of "The Commercial Motor." 937-6591

ADDITIONAL commercial-vehicle sales representatives will be required by Morris commercial-vehicle distributors located on the South Coast, the situations arise through expansion and the opening of a complete new distribution branch.

APPLICANTS must have experience in commercial-vehicle selling and apply in the first instance to: THE Branch Manager, Wadhams, Ltd., London Rd., Watlington, Hants. 937-6584

SALES REPRESENTATIVE

A well-known firm of commercial vehicle manufacturers require a sales representative for the North of England. Applicants should have had previous experience in the heavy commercial field. Full details in strict confidence to

BOX CM3511.

CARE OF "THE COMMERCIAL MOTOR."

936-6593

Vauxhall and Bedford salesman required, write giving fullest particulars to Sales Manager, G.N. Ltd., 278-300 Balham High Rd., S.W.17. 936-6583

B.M.C. D. DISTRIBUTORS.

WEST MIDLANDS AREA.

REQUIRE

COMMERCIAL VEHICLE SALES MANAGER.

EXCELLENT PROSPECTS.

Please reply, giving details of experience, to

MANAGING DIRECTOR,

BOX CM3510.

CARE OF "THE COMMERCIAL MOTOR."

936-6594

TRANSPORT ENGINEER.

REQUIRED to plan and operate a new vehicle maintenance workshop for a large fleet of commercial and private vehicles, good salary and pension scheme offered to suitable applicants who should write full particulars including qualifications to:

TRANSPORT MANAGER, Charrington and Co., Ltd.,

T Anchor Brewery, London, E.1. 936-35

COUNTY BOROUGH OF ROCHDALE.

ENGINEER AND GENERAL MANAGER.

PASSENGER TRANSPORT DEPARTMENT.

APPLICATIONS ARE INVITED FOR THE ABOVE-MENTIONED APPOINTMENT AT A SALARY COMMENCING AT £2,610 AND RISING BY ANNUAL INCREMENTS OF £75 TO £2,910 PER ANNUM PLUS CAR ALLOWANCE.

The appointment will be terminable by three-months' notice and the successful candidate will be required to pass a medical examination.

Applications, stating age, qualifications present and previous appointments and experience, together with the names and addresses of three referees, should be submitted to the undersigned, endorsed "Engineer and General Manager," by December 15.

Canvassing will disqualify. Candidates must disclose whether they are related to any member or senior official of the Council.

K. B. MOORE,

Town Clerk.

936-54

COMMERCIAL-VEHICLES Salesman with first-class sales record and ability to negotiate at all levels required by long-established Rootes main dealers; this is a permanent pensionable position and will appeal to the man with exceptional ability. Full details in writing to Ray Powell, Ltd., Eastern Avenue, Ilford, Essex. 936-57

THE SOUTH WALES TRANSPORT CO., LTD.

VACANCY FOR CHIEF ENGINEER.

THE SOUTH WALES TRANSPORT CO., LTD., which operates some 350 public service vehicles with headquarters and central workshops in Swansea, invites applications for the position of Chief Engineer.

APPLICANTS must have had administrative and technical experience, at senior level, in the maintenance of a fleet of public service vehicles and in the control of staff. The salary will be commensurate with the responsibility of the appointment and will have regard to the particular qualifications and experience of the successful applicant.

APPLICATIONS, stating age, education, qualifications and family status, together with particulars of existing and previous employment and present salary, should be sent under "Private" cover to Mr. H. Woody, the General Manager of the company, at 31 Russell St., Swansea, Glam., as soon as possible, and in any event not later than December 7, 1961. 936-225

FITTER required, must be able to take charge of approximately 20 heavy diesel vehicles, must reside in the London area. Box CM3611, care of "The Commercial Motor." 936-321

WORKING assistant foremen required for petrol and diesel commercials. Write with full particulars, E. J. Baker and Co., Ltd., Birchett Rd., Aldershot. 936-404

EXPANDING Main Ford Dealership invites applications for one of the following posts. Salesman for new and used car departments; salesman for light and heavy commercials; salesman for Agricultural Division. Applicants with experience and ability aged between 25 and 35 years looking for permanent and progressive employment, with basic salary, commission and car provided, are strongly recommended to write to the Sales Manager, Bedfordshire Autocar Co., Ltd., The Broadway, Bedford. 936-32

Miscellaneous Advertisements (contd.)

MANAGER required for London N.W. road transport office, with connections, arranging back loads for own fleet, able to work alone. State full experience in confidence, salary to be agreed. Write Box CM363, care of "The Commercial Motor." 937-6018

REPRESENTATIVE required by manufacturers of public cleansing vehicles, previous experience preferred, or provided. Write stating age, experience and salary required to the Managing Director, Box CM361, care of "The Commercial Motor." 937-6017

COST accountant for transport company in North-west London area, age limited 25 years, applicant must have had practical experience of transport body costing especially in the progress costing stages of production, salary, although based on age, experience, etc., will be equal to standard rates for such a position, full superannuation, sports and social facilities available to the suitable applicant. Write, quoting Box CM3610, care of "The Commercial Motor." 936-221

MANAGER required, N.W. London, removals furniture and general, preferably with warehouse and shipping experience, a "live wire" required for expanding concern. Commencing salary £1,000 p.a. plus, accommodation may be available. Box CM331, care of "The Commercial Motor." 936-467

WANTED, competent Vauxhall-Bedford storekeeper-counter hand, high wages and lodging allowance. Apply Green Garage (Bedford), Ltd., 641 Staines Rd., Bedford, Midds. 936-477

MAINTENANCE engineer required for 11-vehicle fleet. House available. Full details in first application to Kelly's Removals and Transport, Ltd., 31 Stoke Rd., Guildford, Surrey. 936-221

TRAFFIC manager required for expanding coach company. Apply by letter Kingston Luxury Coaches, 43 Thames St., Kingston. 936-443

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent, Southern England's foremost warehouses, capacity 34 million cu. ft. For storage and distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-792

RICKARDS, Newquay, Cornwall. Modern heated store, collection and delivery of all goods. Own transport. Flats or vans. Apply Transport Manager, Newquay 2676. 936-8862

TENDERS

COUNTY BOROUGH OF GREAT YARMOUTH TRANSPORT DEPARTMENT

TENDERS FOR UNIFORMS.

TENDERS ARE INVITED FOR THE SUPPLY OF—

UNIFORM CLOTHING

FOR 1962. NO PROTECTIVE CLOTHING IS REQUIRED.

Tenders (which must be on the Official Form) together with samples of materials, must be received at my office not later than Thursday, November 30, 1961, endorsed "TRANSPORT STAFF UNIFORMS."

Full particulars and form of tender can be obtained from the General Manager and Engineer, Transport Offices, Caister Road, Great Yarmouth.

The Corporation reserves the right to accept part of a tender, and does not bind itself to accept the lowest or any tender.

FARRA CONWAY,

Town Clerk.

Town Hall,
Great Yarmouth,
November 7, 1961.

936-9

LIVERPOOL REGIONAL HOSPITAL BOARD.

TENDERS INVITED FOR THE FOLLOWING USED MOTOR VEHICLE—

1953 MORRIS OXFORD SALOON.

MODEL SERIES M.O., MILEAGE 62,800.

The vehicle, which may be inspected at the Blood Transfusion Service Garage, Butler Street, Liverpool, 6, will be sold without warranty or guarantee as to fitness for any purpose whatsoever and subject to the purchaser certifying—

(a) That the vehicle will be put into such condition as to comply with the Road Traffic Acts and regulations made thereunder, before being used on the road, or

(b) that the vehicle has been purchased for salvage only.

Tenders endorsed "Motor Vehicle" to be received by me at 55 Castle Street, Liverpool, 2, not later than December 3, 1961.

VINCENT COLLINGS,

Secretary to the Board.

936-68

CITY OF MANCHESTER FIRE BRIGADE.

TENDERS RETURNABLE BY MONDAY, 4TH DECEMBER, 1961, ARE INVITED FOR THE MANUFACTURE AND FITTING OF A

FIRE ENGINE BODY

TO A LEYLAND CHASSIS.

Specification, etc., from Chief Officer, Fairfield St., Manchester, 1. 936-81

A61

Miscellaneous Advertisements (contd.)

NEWMARKET URBAN DISTRICT COUNCIL

REFUSE COLLECTION VEHICLE.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF

ONE NEW DENNIS 22/30 CU. YD. PAXIT MAJOR III CONTINUOUS LOADING

REFUSE COLLECTION VEHICLE

ON HEAVY DUTY CHASSIS WITH DIESEL ENGINE.

Details and Form of Tender may be obtained from the Engineer and Surveyor to the Council, Severals House, Newmarket.

Tenders in plain sealed envelopes marked "Refuse Collection Vehicle" to be delivered to the undersigned not later than December 15, 1961.

The Council do not bind themselves to accept the lowest or any tender.

JOHN CRABB,

Council Offices, Severals House, Clerk of the Council.

Newmarket, Suffolk.
November 13, 1961.

936-1

Miscellaneous Advertisements (contd.)

DARLINGTON CORPORATION

TRANSPORT DEPARTMENT

INVITE OFFERS FOR THE FOLLOWING EQUIPMENT WHICH THEY HAVE FOR DISPOSAL:—

(A) 1—TYPE 019 OIL FILTER, THERMOSTATIC, ELECTRIC 240 VOLTS, SINGLE PHASE, COMPLETE WITH ACCESSORY TANKWORK. MAKERS: STREAMLINE FILTERS, LTD.

(B) 1—5 HORSE-POWER D.C. ELECTRICAL MOTOR, 480 VOLTS, 140 R.P.M.

Offers to be sent to The Transport Manager, 10 Houndsdote not later than November 30, 1961. 936-6

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL, oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. zzz-869

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

EXPRESS BODY WORKS LTD.

Express are the specialists in rapid accident and general body repairs for both private and commercial vehicles. Why not contact our estimating department for a representative to call?

STOCKISTS OF MORRIS AND THAMES
NEW AND USED VEHICLES

MARGERY STREET, W.C.1.

Tel.: TER 3777

LUMAX

Heavy Duty
LAMPS & BULBS

See you home Safely

Twinn Fog and Spot Lamps with steel case combining rugged strength with high efficiency lighting.

- COMPLETELY WEATHERPROOF
- CAN BE MOUNTED UPRIGHT OR INVERTED
- AVAILABLE IN 12v. OR 24v. RATINGS

GEAG LIMITED · BARNLEY & LONDON

Boys 3RD AXLE SUSPENSION
HENRY BOYS & SON LTD.
OXFORD ST. WALSALL W68 1JH

TYRES!!! TYRES!!! TYRES!!!
H. MATTHEWS LTD.
10,000 Tyres always in stock.
ALL MAKES AND SIZES SAVE MONEY
Phone, write or call
89-97 Stockwell Road, London, S.W.3.
BRIXTON 2826 (8 lines)
Export Dept. 2027.

GOOD QUALITY CLINKER

Ungraded or graded for Blockmaking, Drainage, Roads, Etc., available in quantity for collection or delivered by road or rail.

C.A.E.C. HOWARD LTD.,
St. John's Works, Bedford.
Tel.: Bedford 5367/8/9
4204/5/6

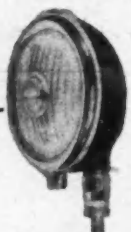
FOR ALL NEW THAMES
& USED VEHICLES

DAGENHAM MOTORS

WOOLWICH

WOO 7771

TRUCK SALES DEPT.



Mark 9
5 1/2" diam.

59/6 each

The Measham Organisation

Announce a

SPECIAL SALE

OF

COMMERCIAL VEHICLES

TO BE HELD AT

SALES HEADQUARTERS

MEASHAM, BURTON-ON-TRENT STAFFS.

ON

TUESDAY, DECEMBER 12th
1961

Commencing at 10.30 a.m. prompt

This special sale is in addition to the regular Tuesday, Wednesday and Thursday Sales at MEASHAM

Included in the Sale are Vehicles being sold on behalf of:

**BRITISH ROAD SERVICES
B.R.S. (PICKFORDS) LTD.**

**PUBLIC BODIES,
FLEET OPERATORS AND
INDUSTRIAL BANKERS, Etc.**

Also on the instructions of

**LIVERPOOL CORPORATION
PASSENGER TRANSPORT
DEPT.**

6 Double-deck Omnibuses comprising 5 Daimler CVA6 chassis fitted with AEC 7.7 litre engines. Bodies by Northern Counties.

1 Crossley DD42/7 chassis with Crossley 8.6 litre engine and body by Crossley.

All in serviceable condition and recently taken out of service.

Complete Catalogue available on the day of Sale.

Entries invited.

**MEASHAM MOTOR
SALES ORGANISATION
LIMITED**

Measham, Burton-on-Trent

Tel.: Measham 322 (7 lines)

Branches at:

LONDON, MANCHESTER & STAFFORD



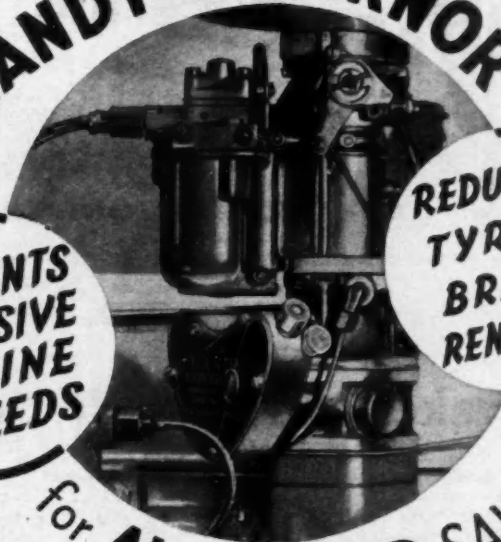
The 'HANDY' GOVERNOR

**PREVENTS
EXCESSIVE
ENGINE
SPEEDS**

**REDUCES
TYRE &
BRAKE
RENEWALS**

**CUTS
ENGINE
WEAR &
TEAR**

for ALL-ROUND SAVING



The Handy Governor prevents excessive engine speed without loss of power. It is entirely self-contained and cannot be cheated by manipulation of the choke or throttle.

FOR INDUSTRIAL PURPOSES THERE IS THE B.W. MECHANICAL GOVERNOR
BENJAMIN WHITTAKER LTD., Victoria House, Southampton Row, London, W.C.1 HOL. 6024

Wherever you are...



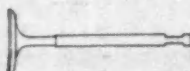
whatever you drive...



... you can rely on James Valves



100% British Valves
Guides, Springs,
Gaskets and End Caps



W. G. JAMES LTD · KINGSBURY WORKS
KINGSBURY ROAD · LONDON · N.W.9

**REMOVES
GREASE
INSTANTLY**



★ IDEAL FOR
CLEANING
ALL METAL
PARTS,
ENGINES,
AXLES, etc.
EQUIPMENT,
CONCRETE
FLOORS,
WALLS,
TILES, etc.

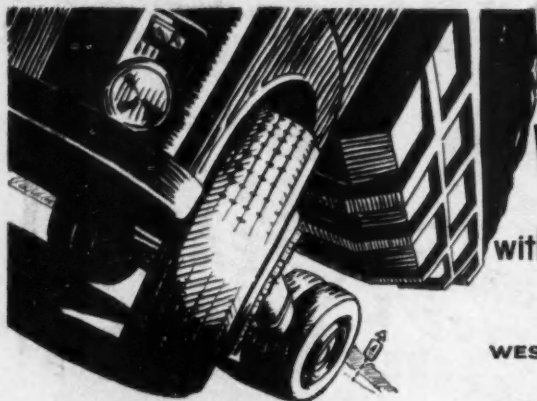
Gunk

The finest all round **DEGREASANT**

Gunk is so easy to use and so effective for all cleaning jobs. Simply brush or spray on Gunk then rinse off with plain water. Gunk takes the cling out of oil and grease... emulsifies it... so that dirt washes off as quickly as you rinse hands under the tap. Speed up cleaning and cut the cost. Write to us today for more details and a free sample.

★ Supplied ready for instant use in 5, 10 and 40/45 gallon drums.
Made by:—

BENNETT (HYDE) LTD. BOSTON MILLS,
HYDE, CHESHIRE
Telephone: HYDE 1377/8/9.



HOLD IT---!

with **Westinghouse**
AIR BRAKE EQUIPMENT

As manufactured by the
WESTINGHOUSE BRAKE AND SIGNAL CO., LTD.
(AUTOMOTIVE & INDUSTRIAL PRODUCTS DIVISION)
HANHAM RD., KINGSWOOD, BRISTOL BRISTOL 67-1781

WESTINGHOUSE



LET'S START TO WORK
TOGETHER, SIR
Open 9 a.m.—5.30 p.m. Mon.—Fri.
Hours Sat.

This Brake and Clutch Service YOU CAN TRUST

ALL PHONE AND MAIL ORDERS ON WAY SAME DAY

**GIRLING &
Lockheed**

EXCHANGE SHOES
with approved Don Linings



BRAKE LININGS
Woven or Moulded
"DON-FLEX" Clutch Discs

GENUINE
BORG & BECK

CLUTCH COVER ASSEMBLIES
CLUTCH RELEASE BEARINGS
CLUTCH DISCS
with approved DON Linings

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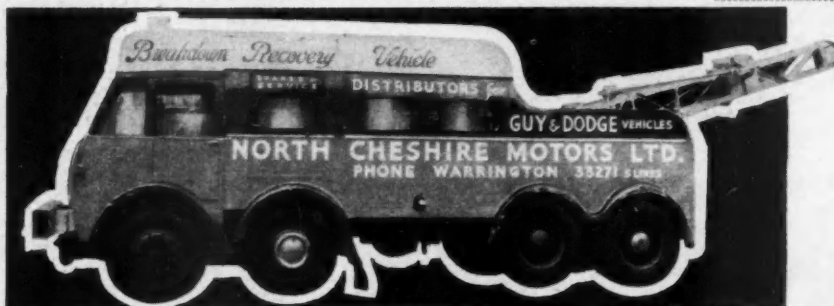
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